



ALPINE CITY COUNCIL AGENDA

NOTICE is hereby given that the **CITY COUNCIL** of Alpine City, Utah will hold a Public Meeting on **Tuesday, August 22, 2023, at 6:00 pm**, 20 North Main Street and can be viewed on the **Alpine City YouTube Channel**. A direct link to the channel can be found on the home page of the Alpine City website: alpinecity.org Public Comments will be accepted during the Public Comment portion of the meeting.

I. CALL MEETING TO ORDER

- A. Roll Call** Mayor Carla Merrill
- B. Prayer:** Jason Thelin
- C. Pledge:** By Invitation

II. CONSENT CALENDAR

- A. Approve City Council minutes of July 25, 2023**
- B. Partial Payment No. 1 - Grove Drive Realignment Project to SMM Excavation: \$34,924.61**
- C. Final Bond Release - Alpine Wood Estates: \$62,925.79**
- D. Award of 2023 Burgess Park Trail Rehabilitation Project to SMM Excavation: \$352,395.79**
- E. Ordinance 2023-22: Land Use Authority Amendments**

III. PUBLIC COMMENT

IV. REPORTS AND PRESENTATIONS

- A. Financial Report**

V. ACTION/ DISCUSSION ITEMS

- A. Rezone of a lot located at 663 N Patterson Drive to TR-10,000**
- B. Request for Approval of a Conditional Use Permit for Shooting Gallery: Tyler Berry Located at 19 N Long Drive**
- C. Resolution No. R2023-26: Amending General Plan to Include the Active Transportation**
- D. Resolution No. R2023-27: Lone Peak Public Safety District Interlocal Agreement Modifications**

VI. STAFF REPORTS

VII. COUNCIL COMMUNICATION

- VII. EXECUTIVE SESSION:** Discuss litigation, property acquisition, or the professional character, conduct or competency of personnel.

Mayor Carla Merrill
August 18, 2023

THE PUBLIC IS INVITED TO PARTICIPATE IN ALL CITY COUNCIL MEETINGS. If you need a special accommodation to participate, please call the City Recorder's Office at (801) 756-6347 x 4.
CERTIFICATE OF POSTING. The undersigned duly appointed recorder does hereby certify that the above agenda notice was on the bulletin board located inside City Hall at 20 North Main Alpine, UT. This agenda is also available on our website at alpinecity.org and on the Utah Public Meeting Notices website at www.utah.gov/pmn/index.html



PUBLIC MEETING AND PUBLIC HEARING ETIQUETTE

Please remember all public meetings and public hearings are now recorded.

- All comments **must** be recognized by the Chairperson and addressed through the microphone.
- When speaking to the Planning Commission/City Council, please stand, speak slowly and clearly into the microphone, and state your name and address for the recorded record.
- Be respectful to others and refrain from disruptions during the meeting. Please refrain from conversation with others in the audience as the microphones are very sensitive and can pick up whispers in the back of the room.
- Keep comments constructive and not disruptive.
- Avoid verbal approval or dissatisfaction of the ongoing discussion (i.e., booing or applauding).
- Exhibits (photos, petitions, etc.) given to the City become the property of the City.
- Please silence all cellular phones, beepers, pagers, or other noise making devices.
- Be considerate of others who wish to speak by limiting your comments to a reasonable length and avoiding repetition of what has already been said. Individuals may be limited to two minutes and group representatives may be limited to five minutes.
- Refrain from congregating near the doors or in the lobby area outside the council room to talk as it can be very noisy and disruptive. If you must carry on conversation in this area, please be as quiet as possible. (The doors must remain open during a public meeting/hearing.)

Public Hearing vs. Public Meeting

If the meeting is a **public hearing**, the public may participate during that time and may present opinions and evidence for the issue for which the hearing is being held. In a public hearing there may be some restrictions on participation such as time limits.

Anyone can observe a **public meeting**, but there is no right to speak or be heard there - the public participates in presenting opinions and evidence at the pleasure of the body conducting the meeting.

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ALPINE CITY COUNCIL MEETING
Tuesday, July 25, 2023

Mayor Carla Merrill called the meeting to order at 6:01pm.

I. CALL MEETING TO ORDER

- A. Roll Call:** The following were present at the anchor location and constituted a quorum: Lon Lott, Jessica Smuin, Kelli Law, Greg Gordon, and Jason Thelin
- B. Prayer:** Lon Lott
- C. Pledge:** Jessica Smuin

Staff: Shane Sorensen, Ryan Robinson, Heidi Jackman, Steve Doxey, Chief Brian Gwilliam, Chief Brian Patten, Landon Wallace, Jennie Wallace, and Bonnie Cooper

Other: Paul Anderson, Will Jones, Chris Wareham, Delin Wareham, Greg Link, Amy Gregory, Paul Gejdos and David McManus

II. CONSENT CALENDAR

- A. Approve City Council minutes of July 11, 2023**
- B. Resolution R2023-20: Amendment to Construction Standard Specifications and Details**
- C. Resolution R2023-21: Amendment to Tree Guide**
- D. Resolution R2022-22: Amendment to Stormwater Design Manual**

Motion: Lon Lott moved to move item B to be action item G. Jason Thelin seconded the motion. There were 3 yes votes, 2 no votes, and 0 excused as recorded below. The motion passed.

<u>Yes</u>	<u>No</u>	<u>Excused</u>
Lon Lott	Jessica Smuin	
Greg Gordon	Kelli Law	
Jason Thelin		

Motion: Lon Lott moved to approve the consent calendar as proposed minus item B. Jason Thelin seconded the motion. There were 4 yes votes, 1 no votes, and 0 excused as recorded below. The motion passed.

<u>Yes</u>	<u>No</u>	<u>Excused</u>
Lon Lott	Kelli Law	
Jessica Smuin		
Greg Gordon		
Jason Thelin		

Mayor Carla Merrill asked City Council member Kelli Law had any issue with the other items on the consent calendar. Kelli Law replied, no.

III. PUBLIC COMMENT

David McManus
731 N Main Street

David McManus had concerns about speeding, traffic, and unsafe drivers on Main Street near Fort Canyon Road. He was concerned for the safety of the pedestrians and drivers. He suggested having a three way stop on Main Street, Fort Canyon and as people exit a church building on Main Street. This would keep cars from going 40 mph. He thinks law enforcement is doing a great job, but they cannot monitor this area 24/7. He believe the three-way stop would help with the city's speeding issue on Main Street.

IV. REPORTS AND PRESENTATIONS

No reports or presentations.

V. ACTION/ DISCUSSION ITEMS

A. Design Plan Addition: Alpine Fitness Main Street Building

City Administrative Assistant/City Planner said during the December 8th, 2020, City Council meeting, a new building was proposed for Alpine Fitness at 235 South Main Street. The proposed building would be 9,380 square feet, located on a 0.58-acre property in the Business Commercial Zone and Gateway Historic District. The approved site plan included 40 off-street parking stalls (38 required) and 5,037 square feet of landscaping (20% of total lot area).

The applicant Paul Anderson received setback and parking exceptions and land swaps approved by the City Council, and they worked with Dominion Gas and Utah County for the removal of a gas line and easement.

Alpine Fitness requested to add awnings made of lumber material projecting no more than three feet on the west and south sides of the building. The awnings' length would match that of the windows they hung above, and the braces would match other pillar material.

The Planning Commission reviewed the application during their July 18th meeting and approved it unanimously, finding that the awnings complied with the Gateway Historic Design Standards.

The Alpine City Code allows the use of awnings in the Business-Commercial and Gateway/Historic zone. The relevant code chapter is the Alpine Development Code 3.11 Gateway/Historic Zone, which reviews and processes applications for new or remodeling structures within the Gateway Historic District.

The General Plan emphasizes maintaining a high character of community development in the Gateway Historic District, regulating the exterior architecture characteristics of structures in Alpine City.

The Gateway Historic Design Standards provide design guidelines for the district. The proposal for the awnings should use stone, brick, wood, or stucco as the primary exterior material, and color schemes should be compatible with the surrounding area, showing simplicity and respect for adjacent buildings. The texture and finish of new construction should convey a modern building while respecting the area's historic character.

Ryan Robinson said that staff recommends the City Council approve the application for the awnings if the design standards have been met. The awnings are located on all the big windows on the front and side of the building. Mayor Carla Merrill asked about the size of the sign. Ryan Robinson said the sign would go by the ordinance that was in effect at the time the fitness center was approved.

Motion: Jason Thelin moved to approve the design renderings for an awning on the Alpine Fitness building located at 235 South Main Street and find them to be in compliance with the Gateway Historic District Standards. Lon Lott seconded the motion. There were 3 yes votes, 2 no votes, and 0 excused as recorded below. The motion passed.

<u>Yes</u>	<u>No</u>	<u>Excused</u>
Lon Lott	Jessica Smuin	
Greg Gordon	Kelli Law	
Jason Thelin		

B. Bayberry Circle Street Improvements

Shane Sorensen said during the October 11, 2022, City Council meeting, city staff proposed removing the vegetated islands in the cul-de-sacs for maintenance reasons. However, a motion was made to approve city staff working with residents in Alpine Cove Circles to not remove the islands within the circles under certain conditions. The conditions included prohibiting new homes from putting anything, such as cement, landscaping, and sprinklers, in the city's easement. Residents would work with the city, and the city might still need to remove the islands in the future. The residents of the circles would be responsible for watering, maintaining, and making other improvements to these islands. The need for culverts and water retention areas would be emphasized to residents.

1 During the first week of June, while work was being completed on a new home at 13403 N. Bayberry Circle, the
 2 public works department started some work in Bayberry Circle to add pavement on the outside of the cul-de-sac by
 3 the new home and increase the pavement within the middle without removing any oak brush. Residents expressed
 4 concerns, and further work on the inside area was put on hold.

5 The ownership of the islands has been a topic of discussion, and according to the plat map recorded during the area's
 6 subdivision, all right-of-way within the streets and cul-de-sacs was dedicated to Utah County. Upon annexation of
 7 the subdivision into the City, the County agreed to deed the roads to Alpine City.

8 The matter is still pending, and the staff is seeking direction from the City Council on how to move forward with the
 9 situation.

10
 11 Alpine City Public Works employee Landon Wallace explained the concerns he had as the one of the employees
 12 who plows the area. He has personally had to pull another employee out because there is not enough radius to turn.
 13 The main issues include the limited space for maneuvering and the risk of the truck sliding off the road due to the
 14 grade and lack of traction. He explains the techniques used in regular cul-de-sacs and how they may not be as
 15 effective in this cul-de-sac.

16 The question came up about what the number of times the Cove is plowed during the winter and whether any slide-
 17 offs occurred last year. The snowplow operator mentions that they had one slide-off incident in this cul-de-sac,
 18 which required the use of a loader to pull the truck back onto the road. Having slide-off costs the city money. Cul-
 19 de-sacs take longer to plow, but one like Bayberry Circle takes even longer.

20 Landon Wallace conveyed the challenges faced while plowing in this cul-de-sac due to its unique layout and limited
 21 space for maneuvering, which makes it more difficult to clear snow efficiently. Shane Sorensen said having a solid
 22 surface instead of rock helps the snowplows maneuver.

23
 24 The discussion revolves around whether to pave an additional five feet on the island, the residents' preferences, and
 25 the city's ability to perform maintenance on such islands. Some council members express their concerns about the
 26 motion made in a previous meeting in October and the importance of including residents in the decision-making
 27 process.

28 Council members discuss the potential compromise of preserving the center island while making necessary
 29 improvements. There is an understanding that communication with the residents is crucial to finding a satisfactory
 30 solution. With six other cul-de-sacs in the city with islands staff does not seem to have the same issue.

31
 32 Lon Lott questioned how staff will be able to do maintenance on these circles with islands in the future. Shane
 33 Sorensen said he has not had many complaints with a chip seal instead of an overlay on the streets. As a city we
 34 cannot financially overlay the entire city all at once. He said there was no ill intent by doing repair to the circle. Lon
 35 Lott asked how much asphalt would be needed to do the repairs. Landon Wallace said it would be at least 3 feet. He
 36 feel like the city has done a good job of improvements with the infrastructure.

37
 38 **Chris Wareham**
 39 **13425 Bayberry Circle**

40 *Mr. Wareham expressing their proposal to address the issue with the island in Bayberry Circle. The proposal*
 41 *involved restoring the island to its previous condition by filling the two-foot trench that had been removed. He*
 42 *emphasized the value they and their neighbors placed on the island and their willingness to invest time and effort*
 43 *into maintaining it. He expressed frustration with the lack of communication and the unilateral action taken by the*
 44 *city, which led to the current situation.*

45 *He urged for open and strategic communication with the city to find a solution that considers safety while*
 46 *preserving the island's importance to the neighborhood. The mayor acknowledged the need for better*
 47 *communication and expressed a willingness to work together to address the concerns and find a resolution. The*
 48 *discussion highlighted the importance of open dialogue and collaboration between the residents and the city to*
 49 *address community issues effectively.*

1
2 Kelli Law said if a snowplow plow cannot do its job properly what would Mr. Wareham proposal be after hearing
3 what Landon Wallace said. Mr. Wareham said he preferred the city put things back the way thing were. Kelli Law
4 said that three feet does not give any additional space for the snowplow. Are the residents aware that the outside
5 radius. Shane Sorensen said staff would prefer to have a larger radius on the outside closeted to home for plowing.
6 Greg Gordon said because this was annexed in. three options. Landon Wallace said he would like to have a decide
7 made tonight on Bayberry Circle and not on all other cul-de-sacs. Greg Gordon said he would like to make the
8 islands a permanent fixture. Mayor Carla Merrill said she didn't want to make the radius bigger. She suggested not
9 to take people's front yards. Lon Lott suggested having road base under the larger rocks in the island.

10
11 *Mr. Wareham said he would have preferred not to have had this go before a City Council meeting.*

12
13 ***Delin Wareham***
14 ***13425 Bayberry Circle***

15 Mrs. Wareham said she does not feel comfortable with this compromise. She said she doesn't feel comfortable
16 deciding for the rest of the circles in the Cove what should be done. She said she would like to see the island
17 returned to how it was originally.

18
19 Greg Gordon said each circle needs to be treated differently. Shane Sorensen said in his 20 plus years of working at
20 the city he has never had this happen where the city council needed to be involved in a street maintenance issue.
21 Everyone agreed that this was a miss understanding. Chief Brian Patten said he can only get one truck into the
22 circle, and this does not meet fire code. Kelli Law voiced concern of what the city's liability would be. Kelli said he
23 would like to add a time frame to the motion. Lon Lott said this is the first time in 10 years his has seen this type of
24 issue brought before a council.

25
26 **Motion:** Lon Lott motioned that we have city staff go out and paint a line on the Bayberry Circle cul-de-sac that
27 westside its sort of north and west nothing on the east side north and west side designating where the inside and outside
28 edge of a three foot pavement asphalt pavement repair will be to maintain the edge of that side of the cul-de-sac that
29 Lon Lott pictured that pie or it goes into a pie shape right on each end kind of a crescent shape and that is problematic
30 so you'd probably want to cut a square make cutting into the pavement right and not have it go pie chap but have it be
31 three foot all the way around so it would not encroach. No second to the motion. No vote taken.

32
33 **Amended Motion:** Lon Lott motioned to have city staff paint a line on Bayberry Circle cul-de-sac and pave to the
34 painted line, being no more than three feet having staff determine what looks best. No second to the motion. No vote
35 taken.

36
37 Landon Wallace said he believed he and Mr. Wareham would be able to come to a compromise together.

38
39 **Substitute Motion:** Lon Lott moved that Landon Wallace paint a line and work with the residents of Bayberry Circle
40 on the northwest side to come up with a compromise to fix the road by the island. This will only apply to Bayberry
41 Circle with a deadline of completion by August 17, 2023. Kelli Law seconded the motion. There were 5 yes votes, 0
42 no votes, and 0 excused as recorded below. The motion passed unanimously.

<u>Yes</u>	<u>No</u>	<u>Excused</u>
Lon Lott		
Kelli Law		
Jessica Smuin		
Greg Gordon		
Jason Thelin		

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51 **D. Impact Fees Related to Moderate Income Housing Plan**

52
53 Ryan Robinson said during the September 27th, 2022, City Council meeting, the Moderate-Income Housing (MIH)
54 element of the general plan was adopted unanimously as required by State Code 10-9a-403. Alpine, like other cities
55 meeting specific population requirements, is mandated to implement State-approved strategies related to moderate-
56 income housing in its general plan. The city selected three strategies to include in the general plan, and now they
57 need to report back to the State on how they are implementing these strategies.

1 One of the strategies chosen by Alpine is to reduce, waive, or eliminate impact fees associated with moderate-
2 income housing. Currently, the city charges impact fees for various services such as storm drain, street, park/trail,
3 sewer, Timpanogos Special Service District, culinary water, pressurized irrigation, and public safety (coming soon).

4 To implement this strategy, the city staff is presenting two options for the City Council to consider:

- 5 1. Waive or reduce impact fees that do not directly relate to housing. This may involve waiving or reducing
- 6 public safety and/or park/trail impact fees, which are not directly linked to housing.
- 7 2. For developments that are deed-restricted to meet the Moderate-Income Housing criteria, allow staff to
- 8 determine on a case-by-case basis the appropriate reduction or elimination of impact fees for each proposed
- 9 development.

10 The housing options impacted by these strategies would be for households with a gross income equal to or less than
11 80% of the median gross income for households of the same size in Utah County. These homes would need to be
12 deed-restricted to meet this income criteria. The goal is to make housing affordable, with gross monthly housing
13 costs (including utilities) not exceeding 30% of a household's gross monthly income.

14 The City Council will review these options and decide on the best course of action for implementing the Moderate-
15 Income Housing strategy.

16
17 The council’s discussion revolved around providing incentives for moderate-income housing developments. The
18 proposal was to potentially waive or reduce certain impact fees for developers who create deed-restricted moderate-
19 income housing. The aim was to encourage more affordable housing options in the area. There were debates on which
20 specific impact fees to waive or reduce and how to ensure compliance with the criteria for moderate-income housing.
21 The council discussed various options, including reducing sewer and public safety impact fees or leaving it up to staff's
22 discretion. They also considered potential challenges and the need for clear guidelines to avoid inconsistencies in
23 decision-making. Steve Doxey what he has seen in other cities if the council wants to waive Parks and Trails because
24 it is not related to moderate income relief. You could reduce one, two of all impact fees. His recommendation is to not
25 to reduce public safety.

26
27 **Motion:** Greg Gordon moved to approve Resolution R2023-25, authorizing a reduction by 50% of the impact fees for
28 sewer and storm drain for new Moderate-Income Housing units. Jessica Smuin seconded the motion. There were 5
29 yes votes, 0 no votes, and 0 excused as recorded below. The motion passed unanimously.

	<u>Yes</u>	<u>No</u>	<u>Excused</u>
31			
32	Lon Lott		
33	Kelli Law		
34	Jessica Smuin		
35	Greg Gordon		
36	Jason Thelin		

37
38 **E. Approval of Conservation Easement/Management Plan**

39
40 The city attorney, Steve Doxey, has completed a final draft of the Lambert Park Conservation Plan and Management
41 Plan. It is now ready for the city council's review to determine if it meets the city's objectives. If the plan is accepted
42 by the council, it will be presented to Utah County for consideration. However, if the council finds that
43 modifications are needed, Mr. Doxey can make the necessary changes before submitting the document to Utah
44 County. Steve explained that with the management plan and conservation easement the city needs to follow
45 procedures by having a public hearing and adopting a resolution. The feedback from the city council is crucial in
46 ensuring that the final plan aligns with the city's goals and vision for Lambert Park. Term of the easement would be
47 ten years with a renewal of eight years thereafter. They would want money set aside by the city so that they can
48 make any enforcements of any violations to the terms. Staff pushed back because we have a management plan. The
49 county said money would be returned to the city if it is not used. Council can go over the documents and make
50 changes to the management plan and conservation easement and then make the document available to the public.
51

The Councils discussion related to a proposal for the adoption of a management plan and a conservation easement for Lambert Park. The conversation involves various topics, including the process of adoption, the terms of the easement, the requirements for amendments, public hearings, and more.

Some of the points to consider for additions or changes include:

1. Clearly defining terms: To avoid confusion and ensure everyone is on the same page, it may be helpful to clearly define terms like "material adverse impact" and "consistent with public purposes."
2. Clarifying rules: As mentioned in the discussion, some rules might require further clarification, especially regarding specific limitations or activities in the park.
3. Organizing information: To enhance readability and understanding, the management plan could be organized more effectively. Perhaps a separate section could be dedicated to listing the rules, with proper categorization and clarity.
4. Public involvement: Consider emphasizing the importance of public input during the adoption process, including public hearings and feedback.
5. Remove duplication: As mentioned in the conversation, there might be some duplication between the management plan and the conservation easement. Clarifying the role of each document and eliminating redundant information could be beneficial.
6. Ensure consistency: Ensure consistency between different sections and requirements to avoid any potential conflicts or misunderstandings.
7. The main issues are the level of flexibility in amending the conservation easement, the process for making changes, and whether to involve relevant committees or groups in reviewing the document. The next steps would involve sharing the final document with city council members, planning commission, and potentially the relevant committees, and proceeding with the necessary public hearings and approvals.

Jason Thelin asked for about item four which stated that the county could back out of the agreement after 50 years. Steve Doxey said the conservation easement would on by temporary. Jason Thelin recommended in exhibit D item eight be removed from the management plan.

Paul Gejdos
1423 Box Elder Dr.

Paul Gejdos addressing the city council regarding a long-standing concern related to the construction of an access road in a subdivision called Box Elder Drive. He mentions that the city and the developer promised to build the access road after the ninth home was constructed, but the road was never completed.

The lack of the access road has resulted in increased traffic in the area, including large semi-trucks traveling at high speeds, which has become a safety concern. He also expresses worry about the potential risks during emergencies, such as fires, and the difficulties faced while maneuvering a camper in their driveway due to heavy traffic.

He requested that the city council addresses the issue of the promised access road and takes measures to alleviate the traffic problems and enhance safety in the neighborhood, particularly for pedestrians and children.

He asked that the city council consider investigating the historical promises made by the city and the developer regarding the access road and evaluate the feasibility of completing the road. Also, assess the current traffic situation and explore potential solutions, such as traffic calming measures or alternative routes for heavy vehicles.

Shane Sorensen asked Steve Doxey about the potential for selling or amending certain portions of the property subject to the easement for public purposes. He said that selling a portion of the property has happened in the past. Steve Doxey said the conservation easement prohibits certain activities and requires a significant majority vote of the city council and county commissioners to amend it.

The main concern of the council was regarding the flexibility of the easement and the ability to make changes in the future. It is mentioned that a situation arose in the past where the city had to sell a small piece of land from the park to a private owner for flood control facilities. However, since the conservation easement was in place, the city could only sell the land subject to the easement's restrictions.

1 Shane Sorensen raising the question is seeking clarification on whether it's possible to amend the conservation
2 easement to allow for more flexibility in such scenarios, where a public purpose would be served. The process of
3 amending the easement is discussed, requiring an 80 percent vote of the city council and a majority vote of the
4 county commissioners, along with public hearings.

5 A suggestion was made to involve the trails committee or conservation committee in reviewing the final document
6 and management plan, and potentially seeking their input and feedback.

7 To summarize, the main issues are the level of flexibility in amending the conservation easement, the process for
8 making changes, and whether to involve relevant committees or groups in reviewing the document. The next steps
9 would involve sharing the final document with city council members, planning commission, and potentially the
10 relevant committees, and proceeding with the necessary public hearings and approvals.

11 **Motion:** Greg Gordon moved to table approval of the Lambert Park conservation easement and management plan
12 until the next City Council Meeting (August 22nd) to allow time for the Planning Commission to review those
13 documents, and for a public hearing at City Council with the condition that exhibit D rule 8 of the management plan
14 be removed. Lon Lott seconded the motion. There were 4 yes votes, 1 no votes, and 0 excused as recorded below.
15 The motion passed.

	<u>Yes</u>	<u>No</u>	<u>Excused</u>
	Lon Lott	Kelli Law	
	Jessica Smuin		
	Greg Gordon		
	Jason Thelin		

23
24 **F. Resolution R2023-24: Amendments to Personnel Policies and Procedures**

25
26 Shane Sorensen said the City Council has requested staff to make amendments to the Personnel Policy and
27 Procedures Manual concerning benefits for part-time employees. The proposed changes relate to leave benefits,
28 specifically vacation, holiday, and sick leave for part-time employees. The proposed amendments are as follows:

29 **Vacation Leave**

- Part-time employees hired before July 25, 2023, will earn 65% vacation leave on the same schedule as listed in the current policy.
- Part-time employees hired on or after July 25, 2023, will not be eligible for vacation leave.

33 **Holiday Leave**

- Regular full-time employees will be entitled to 11.5 paid holidays annually.
- Part-time employees hired before July 25, 2023, will be eligible for paid holiday leave, but they will only be compensated for the hours they would have normally worked.
- Part-time employees hired on or after July 25, 2023, will not be eligible for paid holiday leave.
- Seasonal employees will not be eligible for paid holiday leave.

39 **Sick Leave**

- Benefited part-time employees will accrue sick leave at a 65% pro-rated basis, starting from the first month of employment.
- Non-benefited part-time, temporary, and seasonal employees will not be eligible for sick leave.

43 The proposal aims to create a two-tier system for part-time employees, differentiating between those hired before
44 July 25, 2023, and those hired on or after that date. Part-time employees hired before the specified date will continue
45 to receive pro-rated paid leave, while those hired after the date will not be eligible for any paid leave benefits.

The proposed changes have been documented in Resolution R2023-24, which is intended for adoption.

Motion: Jason Thelin moved to approve Resolution R2023-24 amendments to Personnel Policies and Procedures as proposed. Lon Lott seconded the motion. There were 5 yes votes, 0 no votes, and 0 excused as recorded below. The motion passed unanimously.

<u>Yes</u>	<u>No</u>	<u>Excused</u>
Lon Lott		
Kelli Law		
Jessica Smuin		
Greg Gordon		
Jason Thelin		

Motion: Jason Thelin moved to table action items F and G to be moved to the next City Council meeting. Jason Thelin withdrew his motion.

Motion: Jason moved to table action item F (approval of job description for new position) until the next city council meeting and action item G (amendment to construction Standards specifications and details) to be brought back at the September 12th meeting. Kelli Law seconded the motion There were 3 yes votes, 2 no votes, and 0 excused as recorded below. The motion passed.

<u>Yes</u>	<u>No</u>	<u>Excused</u>
Kelli Law	Lon Lott	
Jessica Smuin	Greg Gordon	
Jason Thelin		

Motion: Jason Thelin moved to extent the meeting until 9:15pm to hear staff reports and council communications. Jessica Smuin seconded the motion. There were 5 yes votes, 0 no votes, 0 excused as recorded below. The motion passed unanimously.

<u>Yes</u>	<u>No</u>	<u>Excused</u>
Lon Lott		
Kelli Law		
Jessica Smuin		
Greg Gordon		
Jason Thelin		

F. Approval of Job Descriptions for New position.

Tabled until next City Council Meeting

G. Resolution R2023-20: Amendment to Construction Standard Specifications and Details

Tabled until Septembers City Council Meeting

VI. STAFF REPORTS

Chief Brian Patten

Chief Patten commented on how well Alpine did during the holidays, particularly regarding fireworks and fire incidents. He mentioned a successful training session on 200 North, which involved the Wildland crew.

The Wildland crew is scheduled to return from deployment soon. He anticipates they will likely be sent out again due to the ongoing wildfire situation in the entire western region. The possibility of sending the Wildland crew to Canada was mentioned but was apparently not pursued as Canada declined assistance.

Ryan Robinson

CC 7/25/2023

1 Ryan Robinson reports on various projects and deadlines for these projects. Moderate-income housing and the local
2 broadband infrastructure plan, both of which are almost completed. The certified local government application is
3 also due soon, and the committee members have submitted their required forms.

4 He said with the approval of the conditional use permit for a shooting gallery, the city has received an appeal do the
5 councils decision. The appeal will be heard by Angela Adams, the appeal officer. City Attorney Steve Doxey will be
6 defending the city at the appeal. The council mentioned the possibility of reviewing the standards for shooting
7 galleries and potentially making them a permitted use instead of a conditional use. The outcome could lead to further
8 actions, such as court proceedings if necessary.

9 **Shane Sorensen**

10 Shane Sorensen updated the council on city projects and events as follows:

- 11 1. Day of Service and Projects: The mayor and others discussed projects with the Alpine stake to get their
12 input and start planning. Ideas and project suggestions were requested from the council members to move
13 things forward.
- 14 2. Flock Cameras have been installed.
- 15 3. Utah League of Cities and Towns Conference: The upcoming conference in September was mentioned, and
16 attendees were encouraged to inform Carolyn if they are interested in attending.
- 17 4. Stakes on Bonneville Shoreline Trail: Pink stakes were placed on the trail to indicate approximate property
18 lines and right-of-way limits. Some property owners have shown interest, and further feedback is needed
19 from the council.
- 20 5. Potential Changes to Interlocal Agreement: Future discussions may occur on the interlocal agreement
21 between Alpine and Highland, mainly concerning voting representation.
- 22 6. Overlay Project: The overlay project is anticipated to start soon, and efforts will be made to minimize any
23 impact on Alpine Days and the rodeo.
- 24 7. Maintenance and Clean-up: Maintenance tasks were highlighted, including the need to mow the Bowery
25 area, address debris dumping, repair ruts, and fill potholes in certain areas.

26
27 **VII. COUNCIL COMMUNICATION**

28
29 **Jessica Smuin**

30 Jessica Smuin brought up the topic of trails and access permissions in relation to the trail by Holly Circle. The trail
31 is shown as private property on the trail map, but the city has verbal permission to access it. However, the property
32 owners are planning to reroute the trail, which may affect its current usage. There was a discussion about the need to
33 secure permanent easements for public-private trails to prevent future issues. The city council expressed a desire to
34 be proactive in working with property owners to establish formal easements and avoid any potential conflicts. The
35 email from someone raised concerns about a potential violation of federal public land law, but it was clarified that
36 this law likely does not apply to private land. The council agreed that the best course of action is to collaborate with
37 property owners to find mutually beneficial solutions.

38
39 **Kelli Law**

40 Kelli Law reported on the Main Street study group, which received positive feedback from citizens and aims to
41 improve the look and feel of the main street. He suggested the idea of buying a house along Main Street, with the
42 possibility of using it as part of the overall plan for Main Street development. The proposal was to explore the option
43 of acquiring the property and potentially developing it into a boutique restaurant or a sit-down place with a
44 courtyard.

45
46 **Greg Gordon**

47 Greg Gordon discussed the need for a pavilion in Burgess Park and the potential location for it. One suggestion was
48 to place a sign prohibiting vehicle traffic to the pavilion area and include this in the rental agreement. Another
49 option was to consider placing a smaller pavilion near the baseball field.

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51 **VII. EXECUTIVE SESSION:**

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53 None held.

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Motion: Greg Gordon moved to adjourn. Kelli Law seconded the motion. There were 5 yes votes, 0 no votes, and 0 excused as recorded below. The motion passed unanimously.

<u>Yes</u>	<u>No</u>	<u>Excused</u>
Lon Lott		
Kelli Law		
Jessica Smuin		
Greg Gordon		
Jason Thelin		

Adjourned at 9:22 pm

DRAFT

**PARTIAL PAYMENT ESTIMATE
NO. 1**

Name of Contractor: <i>SMM Excavation</i>		
Name of Owner: <i>Alpine City</i>		
Date of Completion:	Amount of Contract:	Dates of Estimate:
Original: 15-Oct-23	Original: \$941,556.28	From: 1-Jul-23
Revised: N/A	Revised: \$941,556.28	To: 31-Jul-23

Description of Job: <i>Grove Drive Realignment</i>		
Amount	This Period	Total To Date
Amount Earned	\$36,762.75	\$36,762.75
Retainage Being Held	\$1,838.14	\$1,838.14
Retainage Being Released	\$0.00	\$0.00
Previous Payments		\$0.00
Amount Due	\$34,924.61	\$34,924.61

Contractor's Construction Progress is ON SCHEDULE

I hereby certify that I have carefully inspected the work and as a result of my inspection and to the best of my knowledge and belief, the quantities shown in this estimate are correct and have not been shown on previous estimates and the work has been performed in accordance with the Contract Documents.

Recommended by Horrocks Engineers

Date: 8/16/2023


Ryan Dummer, P.E.
 Project Manager

Accepted by: **SMM Excavation**

Date: 08/16/2023

Stephanie Bringhurst
 Project Manager

Approved By: **Alpine City**

Date: _____

Carla Merrill
 Mayor

Budget Code _____ Staff Initial _____

PROJECT: Grove Drive Realignment

PAY PERIOD: 1 Jul-23

ITEM NO.	NATURE OF WORK	CONTRACT ITEMS				QUANTITY		EARNINGS	
		Qty	Units	Unit Price	Bid Amt.	This Month	To Date	This Month	To Date
Base Bid									
1	Mobilization	1.00	LS	\$24,000.00	\$24,000.00	0.20	0.20	\$4,800.00	\$4,800.00
2	Traffic Control	1.00	LS	\$16,000.00	\$16,000.00	0.20	0.20	\$3,200.00	\$3,200.00
3	Storm Water Pollution Prevention Plan	1.00	LS	\$8,000.00	\$8,000.00	0.20	0.20	\$1,600.00	\$1,600.00
4	Clear and Grub (Plan Quantity)	30899.00	SF	\$0.75	\$23,174.25	30899.00	30899.00	\$23,174.25	\$23,174.25
5	Roadway Removal (HMA) (Plan Quantity)	41655.00	SF	\$1.85	\$77,061.75	0.00	0.00		\$0.00
6	Roadway Excavation (Plan Quantity)	455.00	CY	\$45.00	\$20,475.00	0.00	0.00		\$0.00
7	Haul Off and Disposal (Plan Quantity)	1093.00	CY	\$21.00	\$22,953.00	0.00	0.00		\$0.00
8	Earthwork (Plan Quantity)	3141.00	CY	\$15.00	\$47,115.00	0.00	0.00		\$0.00
9	Hot Mix Asphalt (4 Inch HMA) (Plan Quantity)	48788.00	SF	\$2.60	\$126,848.80	0.00	0.00		\$0.00
10	Untreated Base Course (8 Inch UTBC) (Plan Quantity)	48788.00	SF	\$1.62	\$79,036.56	0.00	0.00		\$0.00
11	Remove Existing Storm Drain Structure	2.00	EA	\$1,000.00	\$2,000.00	0.00	0.00		\$0.00
12	Remove Existing Pipe	140.00	LF	\$12.00	\$1,680.00	0.00	0.00		\$0.00
13	Remove and Dispose Existing Pipe Outfall	1.00	LS	\$2,500.00	\$2,500.00	0.00	0.00		\$0.00
14	Reuse Channel Armoring Material (Rip Rap)	1.00	LS	\$2,500.00	\$2,500.00	0.00	0.00		\$0.00
15	Installation of 24-Inch Storm Drain End Section	2.00	EA	\$2,500.00	\$5,000.00	0.00	0.00		\$0.00
16	Installation of 24 Inch Storm Drain Crossing (RCP, Class V)	80.00	LF	\$2.22	\$177.60	0.00	0.00		\$0.00
17	12'x6' Culvert w/ Wingwalls and Concrete Apron	1.00	LS	\$267,000.00	\$267,000.00	0.00	0.00		\$0.00
18	Installation of 12-inch PVC C900 Water Pipe	190.00	LF	\$228.00	\$43,320.00	0.00	0.00		\$0.00
19	Installation of 12-inch MJ 45° Bend	6.00	EA	\$1,000.00	\$6,000.00	0.00	0.00		\$0.00
20	Installation of 12-inch Butterfly Valve	1.00	EA	\$10,500.00	\$10,500.00	0.00	0.00		\$0.00
21	Remove Existing Valve Cover & Box	1.00	EA	\$800.00	\$800.00	0.00	0.00		\$0.00
22	Adjust Valve Box	3.00	EA	\$1,100.00	\$3,300.00	0.00	0.00		\$0.00
23	Adjust Manhole to Grade	8.00	EA	\$1,600.00	\$12,800.00	0.00	0.00		\$0.00
24	Install Sign	5.00	EA	\$500.00	\$2,500.00	0.00	0.00		\$0.00
25	Relocate/Remove Sign	11.00	EA	\$330.00	\$3,630.00	0.00	0.00		\$0.00
26	Relocate Mailbox	1.00	EA	\$500.00	\$500.00	0.00	0.00		\$0.00
27	Install (1) 4-inch & (2) 2-inch Conduit	965.00	LF	\$42.00	\$40,530.00	0.00	0.00		\$0.00
28	2 Inch Stabilization Rock (Contingency Item)	10.00	TON	\$50.00	\$500.00	0.00	0.00		\$0.00
29	Pavement Markings	1.00	LS	\$7,467.00	\$7,467.00	0.00	0.00		\$0.00
30	Topsoil and Seeding (Plan Quantity)	42963.00	SF	\$0.75	\$32,222.25	0.00	0.00		\$0.00
Additive Alternate #1									
101	Clear and Grub (Plan Quantity)	5318.00	SF	\$0.75	\$3,988.50	5318.00	5318.00	\$3,988.50	\$3,988.50
102	Roadway Removal (HMA) (Plan Quantity)	6934.00	SF	\$1.85	\$12,827.90	0.00	0.00		\$0.00
103	Roadway Excavation (Plan Quantity)	11.00	CY	\$409.09	\$4,500.00	0.00	0.00		\$0.00
104	Haul Off and Disposal (Plan Quantity)	-65.00	CY	\$21.00	(\$1,365.00)	0.00	0.00		\$0.00
105	Earthwork (Plan Quantity)	65.00	CY	\$40.00	\$2,600.00	0.00	0.00		\$0.00
106	Hot Mix Asphalt (4 Inch HMA) (Plan Quantity)	7241.00	SF	\$2.50	\$18,102.50	0.00	0.00		\$0.00
107	Untreated Base Course (8 Inch UTBC) (Plan Quantity)	7241.00	SF	\$1.62	\$11,730.42	0.00	0.00		\$0.00
108	Topsoil and Seeding (Plan Quantity)	-559.00	SF	\$0.75	(\$419.25)	0.00	0.00		\$0.00

Subtotal **\$941,556.28** **\$36,762.75** **\$36,762.75**

Total **\$941,556.28**

	TOTAL	\$36,762.75	\$36,762.75
AMOUNT RETAINED		\$1,838.14	\$1,838.14
RETAINAGE RELEASED			
PREVIOUS RETAINAGE			\$0.00
PREVIOUS PAYMENTS			\$0.00
AMOUNT DUE		\$34,924.61	\$34,924.61

**ALPINE CITY
BOND RELEASE FORM**

Final Bond Release (Warranty Start)

Thru Period Ending: August 2023

Alpine Wood Estates subdivision

Location: Westfield Road/Sunrise Drive

BOND HOLDER

--

Item # & Description	Quantity	Units	Unit Price	Total Cost	% Completed This Period**	% Completed To Date**	Total This Period
SWPPP Toilet Rental	1	LS @	\$ 500.00	\$ 500.00	100.0%	100.0%	\$ 500.00
SEWER Connect to Existing Sewer	1	EACH @	\$ 400.00	\$ 400.00	100.0%	100.0%	\$ 400.00
SEWER 4" PVC Sanitary Sewer Lateral	50	EACH @	\$ 60.00	\$ 3,000.00	100.0%	100.0%	\$ 3,000.00
SEWER 4" Inserta Tee	1	EACH @	\$ 165.00	\$ 165.00	100.0%	100.0%	\$ 165.00
SEWER Marker Board	1	EACH @	\$ 40.00	\$ 40.00	100.0%	100.0%	\$ 40.00
SEWER Import Fill	180	TON @	\$ 30.00	\$ 5,400.00	100.0%	100.0%	\$ 5,400.00
SEWER 4" PVC 45 Deg Bend	1	EACH @	\$ 22.00	\$ 22.00	100.0%	100.0%	\$ 22.00
SEWER 4" Cap	1	EACH @	\$ 10.00	\$ 10.00	100.0%	100.0%	\$ 10.00
SEWER Sewer Bedding	50	TON @	\$ 24.30	\$ 1,215.00	100.0%	100.0%	\$ 1,215.00
CUL-WTR 1" CTS Poly Culinary Services	1	EACH @	\$ 3,658.03	\$ 3,658.03	100.0%	100.0%	\$ 3,658.03
CUL-WTR Import Fill	75	TON @	\$ 30.00	\$ 2,250.00	100.0%	100.0%	\$ 2,250.00
CUL-WTR Hot Tap	1	EACH @	\$ 500.00	\$ 500.00	100.0%	100.0%	\$ 500.00
CUL-WTR Locate Wire & Tape	50	LF @	\$ 1.00	\$ 50.00	100.0%	100.0%	\$ 50.00
CUL-WTR Waterline Bedding	20	TON @	\$ 18.00	\$ 360.00	100.0%	100.0%	\$ 360.00
SEC-WTR 1" PI Service	1	EACH @	\$ 3,010.16	\$ 3,010.16	100.0%	100.0%	\$ 3,010.16
SEC-WTR 2" Poly Service	700	LF @	\$ 17.92	\$ 12,544.00	100.0%	100.0%	\$ 12,544.00
SEC-WTR 2" Hot Tap	1	EACH @	\$ 600.00	\$ 600.00	100.0%	100.0%	\$ 600.00
SEC-WTR 6" x 2" Saddle	1	EACH @	\$ 162.00	\$ 162.00	100.0%	100.0%	\$ 162.00
SEC-WTR 2" Corp Stop	1	EACH @	\$ 447.60	\$ 447.60	100.0%	100.0%	\$ 447.60
SEC-WTR 2" Brass Union	6	EACH @	\$ 193.60	\$ 1,161.60	100.0%	100.0%	\$ 1,161.60
SEC-WTR 2" Stiffeners	12	EACH @	\$ 4.20	\$ 50.40	100.0%	100.0%	\$ 50.40
SEC-WTR Locate Wire & Tape	700	EACH @	\$ 1.00	\$ 700.00	100.0%	100.0%	\$ 700.00
SEC-WTR PI Bedding	300	TON @	\$ 18.00	\$ 5,400.00	100.0%	100.0%	\$ 5,400.00
SEC-WTR Import Fill	50	TON @	\$ 30.00	\$ 1,500.00	100.0%	100.0%	\$ 1,500.00
ASPHALT Sawcut Asphalt	250	LF @	\$ 3.00	\$ 750.00	100.0%	100.0%	\$ 750.00
ASPHALT Asphalt Removal	1	LS @	\$ 1,560.00	\$ 1,560.00	100.0%	100.0%	\$ 1,560.00
ASPHALT 4" Hot Mix Asphalt	1560	SF @	\$ 6.00	\$ 9,360.00	100.0%	100.0%	\$ 9,360.00
CONCRETE 24" Curb and Gutter Removal	40	LF @	\$ 10.00	\$ 400.00	100.0%	100.0%	\$ 400.00
CONCRETE 24" Curb and Gutter APWA Type A	40	LF @	\$ 40.00	\$ 1,600.00	100.0%	100.0%	\$ 1,600.00
CONCRETE Concrete Sidewalk (4' Wide X 4" Thick)	160	SF @	\$ 2.50	\$ 400.00	100.0%	100.0%	\$ 400.00
CONCRETE Concrete Sidewalk (4' Wide X 5" Thick)	160	SF @	\$ 7.00	\$ 1,120.00	100.0%	100.0%	\$ 1,120.00
TRAFFIC Traffic Control	1	LS @	\$ 2,750.00	\$ 2,750.00	100.0%	100.0%	\$ 2,750.00
PERMITS Street Cut Permit	1	LS @	\$ 2,340.00	\$ 2,340.00	100.0%	100.0%	\$ 2,340.00
				\$ 63,425.79	Previously Released: \$		-
<i>10% Warranty Amount</i>				\$ 6,342.58			
TOTAL BOND AMOUNT				\$ 69,768.37	This Release: \$		62,925.79
<i>Total Released to Date</i>				\$ 62,925.79			
TOTAL BOND REMAINING				\$ 6,842.58			

At the discretion of the city, up to 95% of the Base Bid Total may be released as partial payments and 100% of the Base Bid Total will be released at final inspection. The 10% Warranty Amount will be held for the one year warranty period.

Alan Wood
Developer

Date

Carla Merrill
Mayor

Date



Jed Muhlestein, P.E.
City Engineer

8/8/2023
Date

City Council
(by Bonnie Cooper - City Recorder)

Date

ALPINE CITY COUNCIL AGENDA

SUBJECT: Burgess Park Trail Rehabilitation Project

FOR CONSIDERATION ON: 22 August 2023

PETITIONER: City Staff

ACTION REQUESTED BY PETITIONER: Review the bid results and award the contract to SMM Excavation.

BACKGROUND INFORMATION:

The City applied for a grant through the Utah Division of Outdoor Recreation to rehabilitate the aging trails in Burgess Park. This grant program offered up to \$150,000 in grant funds per project, with a 50% funding match requirement. The original cost estimate for the project was \$293,700.25. The Division awarded the grant to the City in May 2023, with the potential grant award being up to \$146,850.12.

The project was designed by City Staff and was recently advertised for bid. The project plans are included in the packet. Bids were opened on August 16. Four contractors bid the project with a wide range in bid amounts. The low bid was submitted by Sunset Mountain Machinery Excavation at \$352,395.79. The majority of the increased costs can be associated with making the elements within the project ADA compliant, which was a requirement we were not aware of on the original application. This means that all of the ADA ramps within the project need to meet today's ADA design standards. In addition, the bidding market is still volatile and fuel prices are on the rise.

Considering that Burgess Park is the second most used park in the city and that it is over 25 years old, staff recommends that the city move forward with the project. The City's portion of the project will be \$205,545.67. The FY2024 budget included \$153,150 from the capital improvement fund. The balance of the required funding could come from the same source.

The project deadline included in the bid package was July 1, 2024, to accommodate a contractor who might be pushed to get paving completed by October 15 this fall. We have spoken with representatives from SMM and they anticipate trying to get as much of the project completed this fall as possible.

STAFF RECOMMENDATION:

Review the bid tab for the Burgess Park Trail Rehabilitation Project and award the bid to Sunset Mountain Machinery Excavation for the amount of \$352,395.79.

SAMPLE MOTION TO APPROVE:

I move to award the Burgess Park Trail Rehabilitation Project to Sunset Mountain Machinery Excavation for the amount of \$352,395.79.

SAMPLE MOTION TO APPROVE WITH CONDITIONS:

I move to award the Burgess Park Trail Rehabilitation Project to Sunset Mountain Machinery Excavation for the amount of \$352,395.79 with the following conditions:

- (insert finding)

SAMPLE MOTION TO TABLE/DENY:

I move to table/deny the approval of the contract for the Burgess Park Trail Rehabilitation Project based on the following:

- (insert finding)

Memo



To: Alpine City Council
From: Jed Muhlestein, P.E. *JM*
City Engineer
Date: August 16, 2023, 2022
Subject: Burgess Park Trails Project – Bid Award

City Council:

The low bidder for the **2023 Burgess Park Trails Rehabilitation Project** was **Sunset Mountain Machinery Excavation** with a Total Bid of **\$352,395.79**. They have performed similar jobs in the surrounding area and are currently building the Grove Drive Realignment Project for the City. I recommend the project be awarded to **Sunset Mountain Machinery Excavation** for a total of **\$352,395.79**.

Alpine City Engineering
20 North Main • Alpine, Utah 84004
Phone/Fax: (801) 763-9862
E-mail: jed@alpinecity.org



BID TABULATION RESULTS

2023 Burgess Park Trail Rehabilitation Project
 20 North Main Street
 Alpine, UT 84004

Bid Opening Date: August 16, 2023 @ 1:30 PM

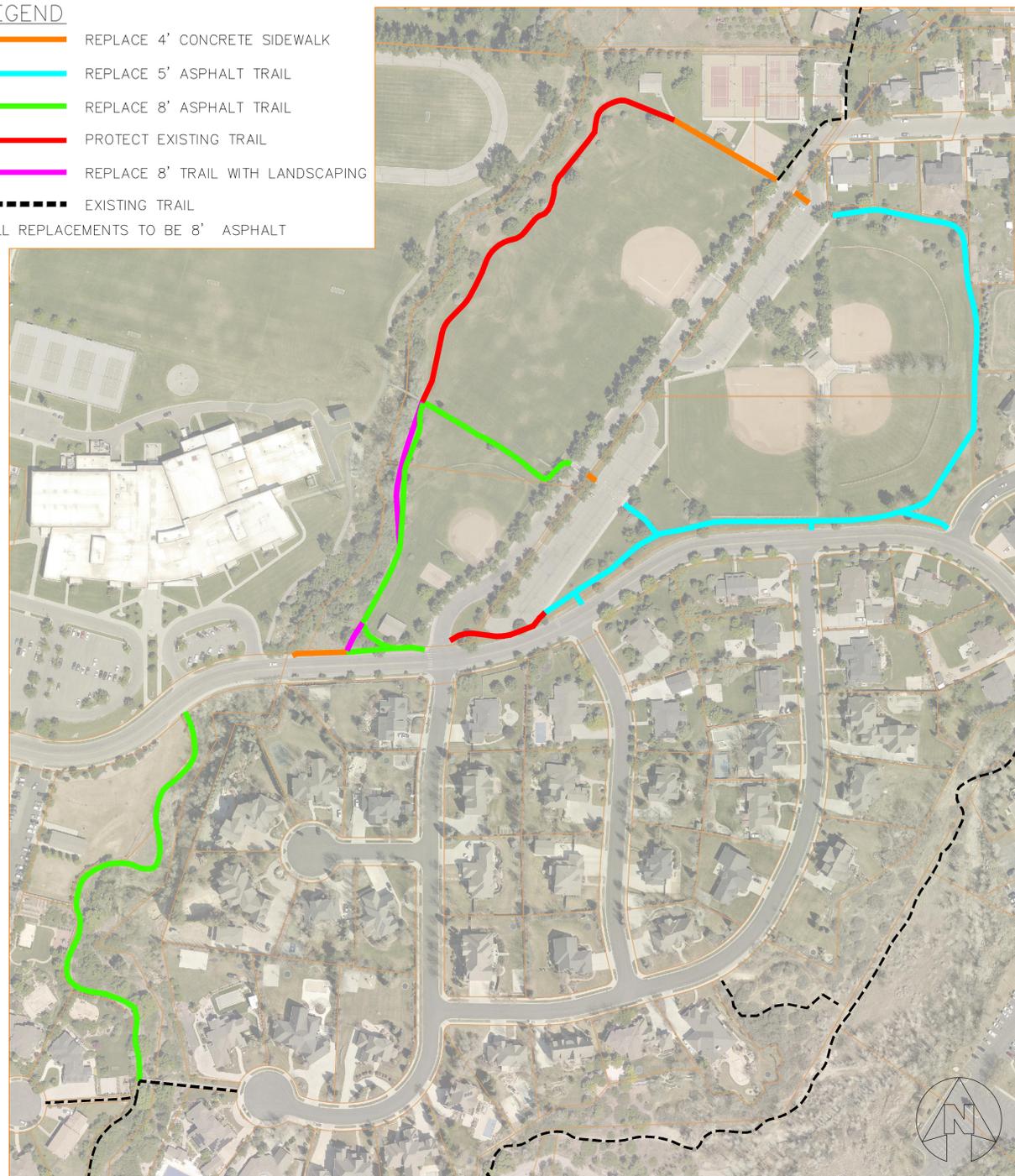
Base Bid Contractors	Base Bid	
Sunset Mountain Machinery Ex.	\$ 352,395.79	← Low Bidder
Acme Construction	\$ 676,385.75	
Black Forest Paving	\$ 475,347.75	
RB Construction	\$ 638,570.90	
Average	\$ 535,675.05	
Engineer's Estimate	\$ 331,000.00	
Low Bidder	\$ 352,395.79	

ITEM NO.	DESCRIPTION	QUANTITY	UNITS	Bidder 1 Sunset Mountain Machinery Ex.		Bidder 2 Acme Construction		Bidder 3 Black Forest Paving		Bidder 4 RB Construction	
				UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE	UNIT PRICE	TOTAL PRICE
1	Mobilization (not to exceed 5%)	1	LS	\$ 15,000.00	\$ 15,000.00	\$ 47,500.00	\$ 47,500.00	\$ 23,000.00	\$ 23,000.00	\$ 29,000.00	\$ 29,000.00
2	Clear & Grub	56103	SF	\$ 1.58	\$ 88,642.74	\$ 4.75	\$ 266,489.25	\$ 1.70	\$ 95,375.10	\$ 4.10	\$ 230,022.30
3	Tree Removal (8" trunk diameter or larger)	3	EA	\$ 1,800.00	\$ 5,400.00	\$ 2,500.00	\$ 7,500.00	\$ 1,800.00	\$ 5,400.00	\$ 2,726.00	\$ 8,178.00
4	Relocate Fence	1	LS	\$ 4,000.00	\$ 4,000.00	\$ 5,350.00	\$ 5,350.00	\$ 5,500.00	\$ 5,500.00	\$ 9,047.50	\$ 9,047.50
5	Engineered Fill Material	25	CY	\$ 80.00	\$ 2,000.00	\$ 250.00	\$ 6,250.00	\$ 130.00	\$ 3,250.00	\$ 184.00	\$ 4,600.00
6	Place 6" Roadbase, 8' wide	32,471	SF	\$ 1.82	\$ 59,097.22	\$ 3.50	\$ 113,648.50	\$ 2.30	\$ 74,683.30	\$ 3.00	\$ 97,413.00
7	Place 3" Asphalt, 8' wide	32,471	SF	\$ 2.81	\$ 91,243.51	\$ 4.00	\$ 129,884.00	\$ 2.65	\$ 86,048.15	\$ 3.50	\$ 113,648.50
8	ADA Handicap Ramp	13	EA	\$ 3,900.00	\$ 50,700.00	\$ 4,500.00	\$ 58,500.00	\$ 7,500.00	\$ 97,500.00	\$ 3,822.40	\$ 49,691.20
9	Landscape Repair (topsoil as req'd, sod, sprinklers, 3' wide, each side of trail)	20,632	SF	\$ 1.76	\$ 36,312.32	\$ 2.00	\$ 41,264.00	\$ 4.10	\$ 84,591.20	\$ 4.70	\$ 96,970.40
				TOTAL \$	352,395.79	TOTAL \$	676,385.75	TOTAL \$	475,347.75	TOTAL \$	638,570.90

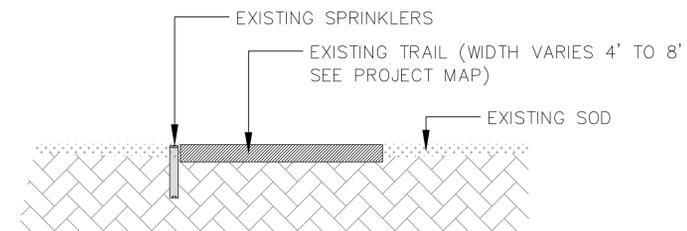


LEGEND

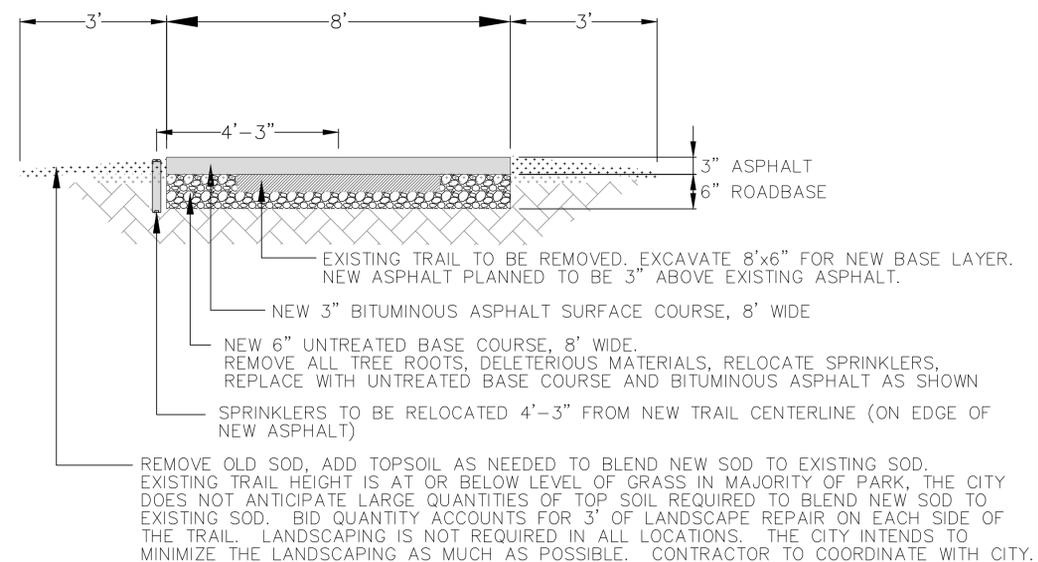
- REPLACE 4' CONCRETE SIDEWALK
 - REPLACE 5' ASPHALT TRAIL
 - REPLACE 8' ASPHALT TRAIL
 - PROTECT EXISTING TRAIL
 - REPLACE 8' TRAIL WITH LANDSCAPING
 - - - - EXISTING TRAIL
- ALL REPLACEMENTS TO BE 8' ASPHALT



BURGESS PARK TRAIL REHABILITATION PROJECT
PROJECT MAP
 BURGESS PARK, ALPINE UTAH
 2023



EXISTING TRAIL CROSS-SECTION (TYPICAL)
 N.T.S.



NEW TRAIL CROSS-SECTION (TYPICAL)
 N.T.S.

TRAIL CROSS SECTION (TYPICAL)
 SEE PLANS FOR WHERE ALIGNMENT SHIFTS FROM EXISTING TRAIL CENTERLINE

General Notes

GENERAL NOTES:

1. ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH ALPINE CITY STANDARD SPECIFICATIONS & DETAILS. ALL TRAFFIC CONTROL DEVICES SHALL COMPLY WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
2. EXCAVATED MATERIAL SHALL BE STOCKPILED IN AREAS TO BE DETERMINED BY THE CITY ENGINEER AND/OR PUBLIC WORKS DIRECTOR.
3. CONTRACTORS SHALL ATTEND ALL PRE-CONSTRUCTION CONFERENCES AND ABIDE BY DIRECTIVES AND DECISIONS MADE THEREIN.
4. CONTRACTOR IS RESPONSIBLE TO OBTAIN ALL NECESSARY PERMITS FOR WORK.
5. CONTRACTOR TO CALL BLUE STAKES PRIOR TO DIGGING.

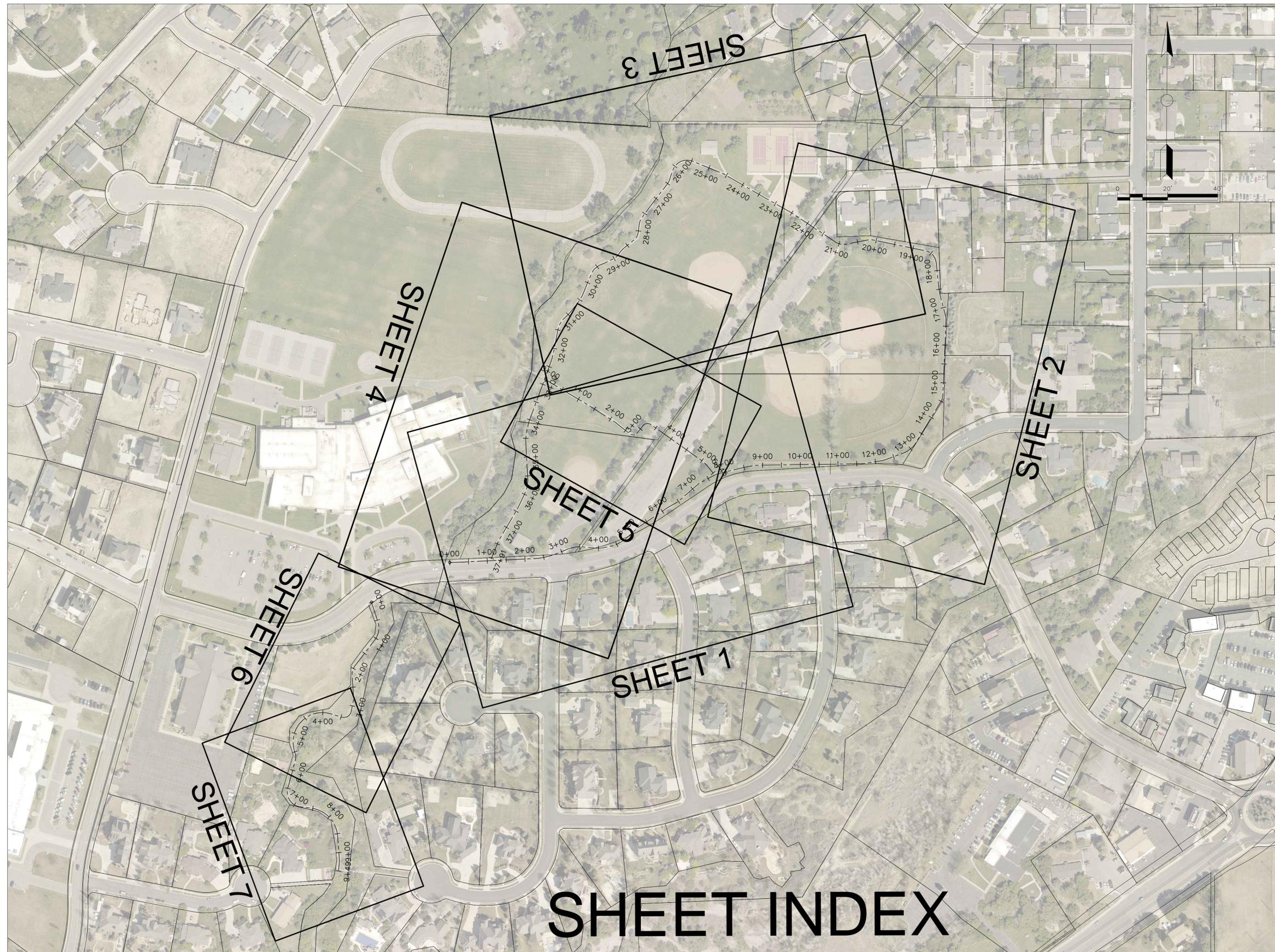
No.	Revision/Issue	Date

Firm Name and Address

Project Name and Address

D.O.R. Trail Grant
 Burgess Park
 Trail Rehabilitation Project

Project B.P. Trail Grant	Sheet C1
Date 7/26/23	
Scale 1" = 20'	



SHEET INDEX

General Notes

GENERAL NOTES:

1. ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH ALPINE CITY STANDARD SPECIFICATIONS & DETAILS. ALL TRAFFIC CONTROL DEVICES SHALL COMPLY WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
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4. CONTRACTOR IS RESPONSIBLE TO OBTAIN ALL NECESSARY PERMITS FOR WORK.
5. CONTRACTOR TO CALL BLUE STAKES PRIOR TO DIGGING.

No.	Revision/Issue	Date

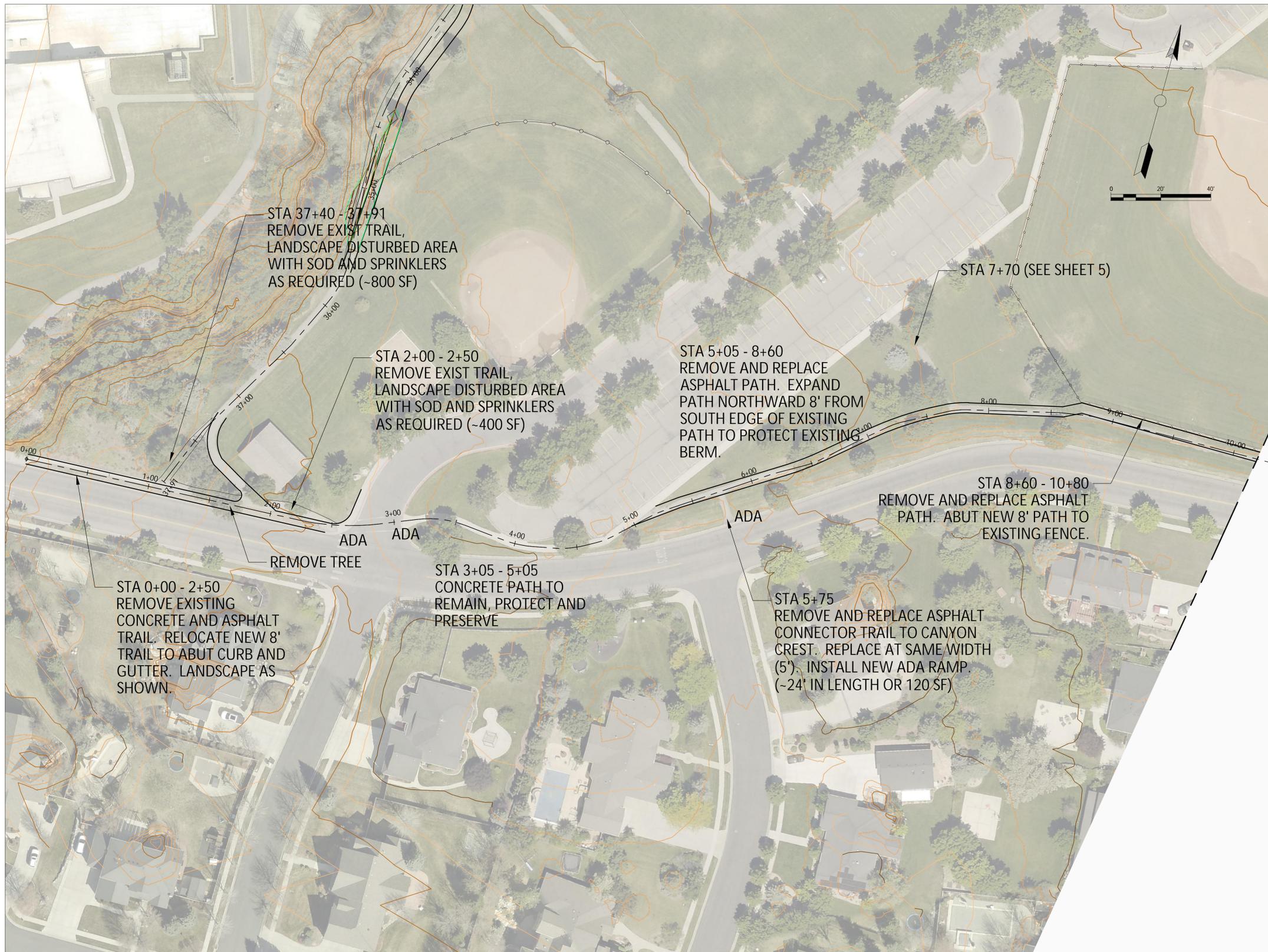
Firm Name and Address



Project Name and Address

D.O.R. Trail Grant
Burgess Park
Trail Rehabilitation Project

Project B.P. Trail Grant	Sheet C2
Date 7/27/2023	
Scale 1" = 40'	



General Notes

1. "ADA" MEANS INSTALL NEW ADA HANDICAP RAMP WHERE SHOWN ON THE PLANS
2. SEE SHEET C1 FOR TYPICAL TRAIL CROSS SECTION

No.	Revision/Issue	Date

Firm Name and Address



Project Name and Address
 D.O.R. Trail Grant
 Burgess Park
 Trail Rehabilitation Project

Project D.P. Trail Grant	Sheet 1
Date 7/27/2023	
Scale 1" = 40'	

General Notes

1. "ADA" MEANS INSTALL NEW ADA HANDICAP RAMP WHERE SHOWN ON THE PLANS
2. SEE SHEET C1 FOR TYPICAL TRAIL CROSS SECTION

No.	Revision/Issue	Date

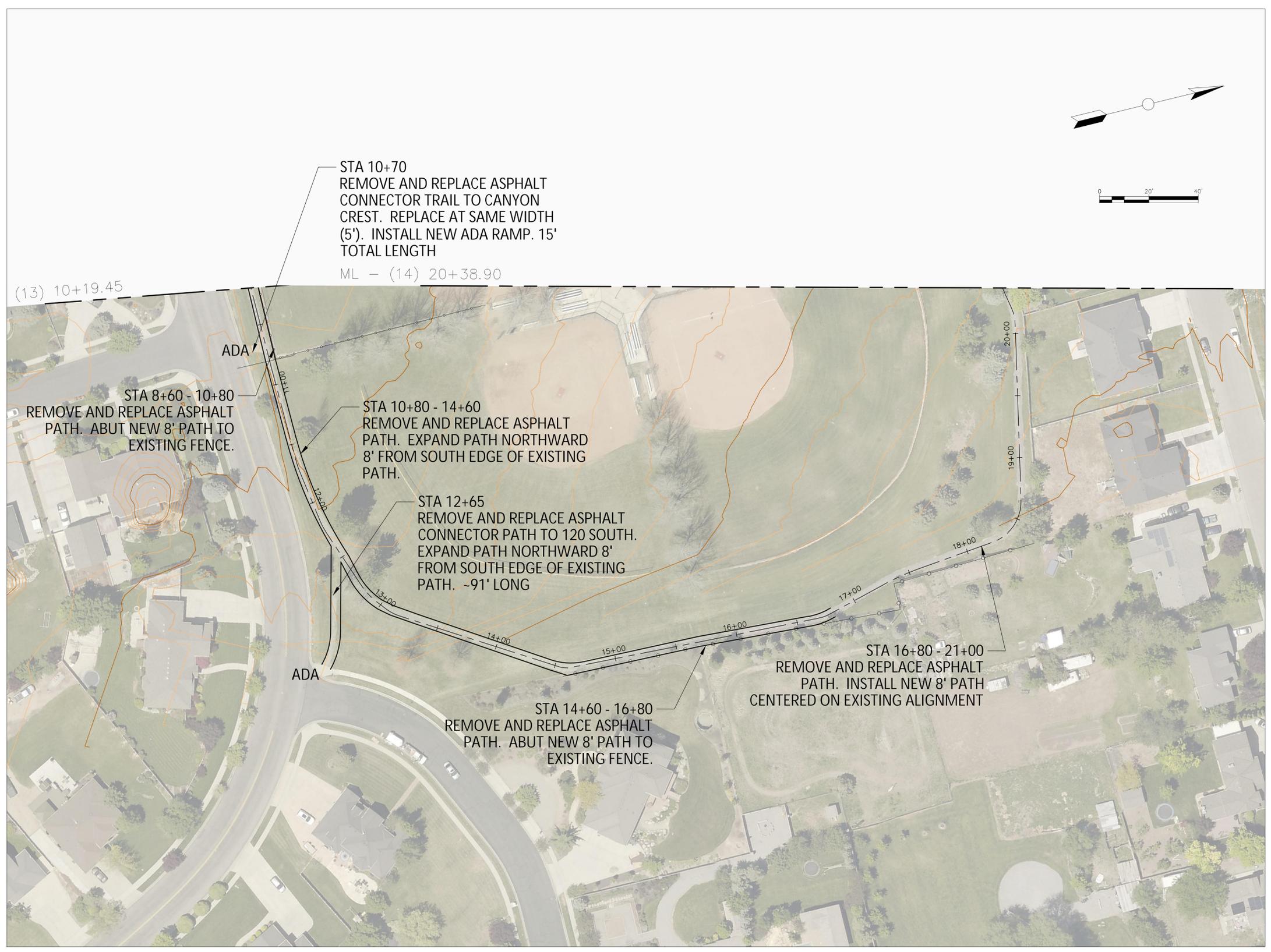
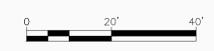
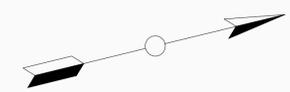
Firm Name and Address

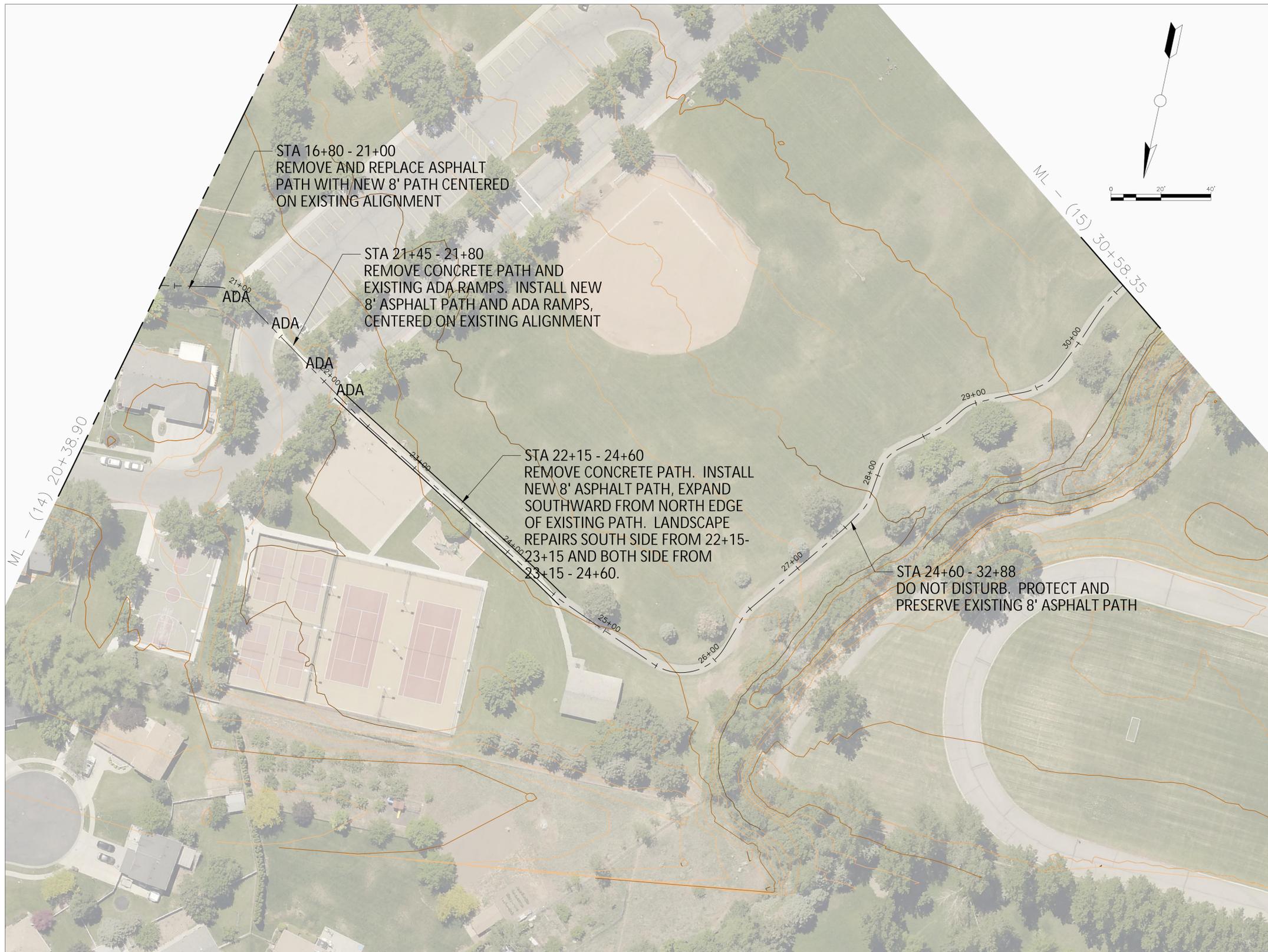


Project Name and Address

D.O.R. Trail Grant
Burgess Park
Trail Rehabilitation Project

Project B.P. Trail Grant	Sheet 2
Date 7/27/2023	
Scale 1" = 40'	





General Notes

1. "ADA" MEANS INSTALL NEW ADA HANDICAP RAMP WHERE SHOWN ON THE PLANS
2. SEE SHEET C1 FOR TYPICAL TRAIL CROSS SECTION

No.	Revision/Issue	Date

Firm Name and Address



Project Name and Address

D.O.R. TRAIL GRANT
Burgess Park
Trail Rehabilitation Project

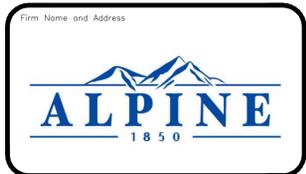
Project B.P. Trail Grant	Sheet 3
Date 7/27/2023	
Scale 1" = 40'	



General Notes

1. "ADA" MEANS INSTALL NEW ADA HANDICAP RAMP WHERE SHOWN ON THE PLANS
2. SEE SHEET C1 FOR TYPICAL TRAIL CROSS SECTION

No.	Revision/Issue	Date



Project Name and Address
 D.O.R. Trail Grant
 Burgess Park
 Trail Rehabilitation Project

Project B.P. Trail Grant	Sheet 5
Date 7/31/2023	
Scale 1" = 20'	



General Notes

- SEE SHEET C1 FOR TYPICAL TRAIL CROSS SECTION

No.	Revision/Issue	Date

Firm Name and Address



Project Name and Address

D.O.R. Trail Grant
Burgess Park
Trail Rehabilitation Project

Project B.P. Trail Grant	Sheet 6
Date 7/27/2023	
Scale 1" = 20'	



5+58.82

STA 0+00 - 9+49
 REMOVE AND REPLACE EXISTING 8'
 ASPHALT TRAIL IN PLACE. THERE WILL
 BE NO LANDSCAPE REPAIR ON THIS
 ALIGNMENT. MATCH EDGE OF TRAIL
 TO NATIVE USING NATIVE MATERIALS

General Notes

- SEE SHEET C1 FOR TYPICAL TRAIL CROSS SECTION

No.	Revision/Issue	Date

Firm Name and Address



Project Name and Address

D.O.R. Trail Grant
 Burgess Park
 Trail Rehabilitation Project

Project B.P. Trail Grant	Sheet 7
Date 7/26/23	
Scale 1" = 20'	

ALPINE CITY COUNCIL AGENDA

SUBJECT: Land Use Authority Amendment

FOR CONSIDERATION ON: August 22nd, 2023

PETITIONER: City Staff

ACTION REQUESTED BY PETITIONER: Approval of Code Amendments Regarding the Designated Land Use Authority in all Zones.

Review Type: Legislative

BACKGROUND INFORMATION:

Alpine City recently adopted section 3.23.070 *Approval Process* creating a table to identify the land use authority and what zones certain uses are allowed in. This code amendment cleans up sections in each zone that may still contain language identifying a land use authority. Where the new table identifies each use, authority, and zone allowed, this will help eliminate any confusion moving forward.

The Planning Commission approved this action and held a public hearing during their August 1st meeting. Clarifications were discussed to ensure the uses and land use authorities will remain the same we are making this change so they are all in the same place as found in the table referenced above. The following motion was made:

***MOTION:** Planning Commission member Jeff Davis moved to recommend approval of the Code Amendment to remove references to land use authority from the following sections proposed by City Staff as they are listed in section 3.23.070
Ethan Allen seconded the motion. There were 7 Ayes and 0 Nays The motion passed.*

STAFF RECOMMENDATION:

Review the proposed changes removing the mention of the land use authority in sections with each zone as they are already found in 3.23.070. Suggest any changes the Council finds to not be in compliance with the standards found in the general plan as well as current city code and policies. A decision should be made by the City Council for approval or denial based on those criteria.

SAMPLE MOTION TO APPROVE:

I move to approve the code Amendment to remove references to land use authority from the following sections proposed by City Staff as they are listed in section 3.23.070

SAMPLE MOTION TO APPROVE WITH CONDITIONS:

I move to approve the code Amendment to remove references to land use authority from the following sections proposed by City Staff as they are listed in section 3.23.070as proposed with the following conditions/changes:

- ****insert finding****

SAMPLE MOTION TO TABLE/DENY:

I move that the code Amendment to remove references to land use authority from the following sections proposed by City Staff as they are listed in section 3.23.070 be tabled/denied based on the following:

- ****insert finding****

SECTION 1: AMENDMENT “3.02.030 Conditional Uses” of the Alpine City Development Code is hereby *amended* as follows:

AMENDMENT

3.02.030 Conditional Uses

The following buildings, structures and uses of land may be allowed upon compliance with the standards and conditions set forth in this ordinance and after approval has been given by the designated review body.

1. Single family dwellings (conventional construction) when proposed for placement on a lot not in a recorded subdivision, subject to compliance with the applicable conditions within the zone and approval of a site plan by the Planning Commission.
2. Cemeteries;
3. Child care nurseries and group day-care centers;
4. Civic buildings;
5. Subdivision projects, subject to compliance with the applicable requirements of the subdivision ordinance.
6. Water, sewer and utility transmission lines and facilities required as an incidental part of development within the zone, and subject to the approval of a site plan by the Planning Commission.
7. Motor vehicle roads and rights-of-way subject to compliance with City standards for design and construction for such uses, and upon approval of site plan by the Planning Commission.
8. Accessory apartments, subject to the provisions of DCA 3.23.070 Part 1. (Ord. 94-06);
9. Home occupations, subject to the provisions of DCA 3.23.070 Part 3.
10. Schools, churches, hospitals (human care) and similar quasi public buildings subject to the approval of site plan by the Planning Commission.
11. Incidental Produce Stands, subject to the provisions of DCA 3.23.070 Part 4. (Ord. 96-05, 4/10/96)
12. Shooting Galleries, subject to the applicable provisions of MCA 9.17 ~~and subject to approval by the Planning Commission.~~

(Ord. 2015-02, 02/10/15)

SECTION 2: AMENDMENT “3.03.030 Conditional Uses” of the Alpine City Development Code is hereby *amended* as follows:

AMENDMENT

3.03.030 Conditional Uses

The following buildings, structures and uses of land may be allowed upon compliance with the standards and conditions set forth in this ordinance and after approval has been given by the designated review body. Additionally, no development will be allowed where any part of the zoning lot is above an elevation of 5350 feet mean sea level except as noted in DCA 3.12.

1. Single family dwellings (Conventional construction) when proposed for placement on a lot not in a recorded subdivision, subject to compliance with the applicable conditions within the zone and approval of a site plan by the Planning Commission.
2. Subdivisions projects, subject to compliance with the applicable requirements of the subdivision ordinance, except that: (a) where any portion of the area included within the subdivision shall lie within the territory designated within the Sensitive Lands Overlay Zone (SLO zone) or (b) as the City may designate, the subdivision shall be developed only under the provisions of DCA 3.09 relating to Planned Residential Developments.
3. Planned Residential Developments (PRD), subject to compliance with the provisions of DCA 3.09.
4. Water, sewer and utility transmission lines and facilities required as an incidental part of development within the zone, and subject to the approval of a site plan by the planning commission.
5. Motor vehicle roads and rights-of-way subject to compliance with City standards for design and construction for such uses and upon approval of a site plan by the Planning Commission.
6. Home Occupations, subject to the provisions of DCA 3.23.070 Part 3.
7. Accessory Apartments, subject to the applicable provisions of DCA 3.23.070 Part 1.
8. Guest Houses, subject to the applicable provisions of DCA 3.23.070 Part 2.
9. Schools, churches, hospitals (human care) and similar quasi-public buildings subject to approval of a site plan by the planning commission.
10. Plant nurseries and tree farms, but not including retail sales of materials on site.
11. Civic Buildings
12. Incidental Produce Stands, subject to the provisions of DCA 3.23.070 Part 4. (Ord. 96-05, 4/10/96)
13. Shooting Galleries, subject to the applicable provisions of MCA 9.17 ~~and subject to approval by the Planning Commission.~~

(Ord. 95-24, 11/14/95; Ord. 2014-11, 6/24/14)

SECTION 3: **AMENDMENT** “3.04.030 Conditional Uses” of the Alpine City Development Code is hereby *amended* as follows:

AMENDMENT

3.04.030 Conditional Uses

The following buildings, structures and uses of land may be allowed upon compliance with the standards and conditions set forth in this ordinance and after approval has been given by the designated review body. However, no development will be allowed where any part of the zoning lot is above an elevation of 5350 feet mean sea level except as noted in DCA 3.12.

1. Single family dwellings (Conventional construction) when proposed for placement on a lot not in a recorded subdivision, subject to compliance with the applicable conditions within the zone and approval of a site plan by the Planning Commission.
2. Subdivisions projects, subject to compliance with the applicable requirements of the subdivision ordinance, except that:
 - a. where any portion of the area included within the subdivision shall lie within the territory designated within the Sensitive Lands Overlay Zone (SLO zone) or
 - b. as the City may designate, the subdivision shall be developed only under the provisions of DCA 3.09 Code relating to Planned Residential Developments.
3. Planned Residential Developments (PRD), subject to compliance with the provisions of DCA 3.09.
4. Water, sewer and utility transmission lines and facilities required as an incidental part of development within the zone, and subject to the approval of a site plan by the planning commission.
5. Motor vehicle roads and rights-of-way subject to compliance with City standards for design and construction for such uses and upon approval of a site plan by the planning commission.
6. Home Occupations, subject to the provisions of DCA 3.23.070 Part 3.
7. Accessory Apartments, subject to the applicable provisions of DCA 3.23.060 Part 1.
8. Guest Houses, subject to the applicable provisions of DCA 3.23.060 Part 2.
9. Schools, Churches, Hospitals (Human Care) and similar quasi public buildings; ~~subject to approval by the Planning Commission.~~
10. Incidental Produce Stands, subject to the provisions of DCA 3.23.060 Part 4. (Ord 96-05, 4/10/96)
11. Buildings and other structures for the storage and keeping of agricultural products and machinery.
12. Plant nurseries and tree farms, but not doing retail sale of materials on site.
13. Civic Buildings.
14. Shooting Galleries, subject to the applicable provisions of MCA 9.17 ~~and subject to approval by the Planning Commission.~~

(CR-1 Created by Ord. 91-01, 4/9/91 and amended by Ord. 95-04, 2/3/95; Ord. 2014-11, 6/24/14)

SECTION 4: **AMENDMENT** “3.05.030 Conditional Uses” of the Alpine City Development Code is hereby *amended* as follows:

AMENDMENT

3.05.030 Conditional Uses

The following buildings, structures, and uses of land may be allowed upon compliance with the provisions of this ordinance and after approval shall have been given from the designated review agency. However, no development will be allowed where any part of the zoning lot is above an elevation of 5350 feet mean sea level except as noted in DCA 3.12.

1. Single family dwellings (Conventional construction) when proposed for placement on a lot of record existing at the time of the territory is placed into the CE-5 Zone, or a lot within a Planned Residential Development, in either case, subject to compliance with the applicable conditions within the zone and approval of a site plan by the Planning Commission.
2. Planned Residential Developments (PRD), subject to compliance with the provisions of DCA 3.09.
3. Water, sewer and utility transmission lines and facilities required as an incidental part of development within the zone, and subject to the approval of a site plan by the Planning Commission.
4. Motor vehicle roads and rights-of-way subject to compliance with City standards for design and construction for such uses and upon approval of a site plan by the Planning Commission.
5. Home Occupations, subject to the provisions of DCA 3.23.070 Part 3.
6. Accessory Apartments, subject to the applicable provisions of DCA 3.23.070 Part 1.
7. Guest Houses, subject to the applicable provisions of DCA 3.23.070 Part 2.
8. Park and recreation enterprises when owned and operated by a public agency.
9. Plant nurseries and tree farms, but not including retail sales of materials on site.
10. Incidental Produce Stands, subject to the provisions of DCA 3.23.070 Part 4. (Ord 96-05, 4/10/96)
11. Shooting Galleries, subject to the applicable provisions of MCA 9.17 ~~and subject to approval by the Planning Commission.~~

(Ord. 95-28, 11/28/95)

SECTION 5: **AMENDMENT** “3.06.020 Conditional Uses” of the Alpine City Development Code is hereby *amended* as follows:

AMENDMENT

3.06.020 Conditional Uses

The following buildings, structures, and uses of land may be allowed upon compliance with the provisions of this ordinance and after approval shall have been given from the designated review agency.

1. Single family dwellings (Conventional construction) when proposed for placement on a lot of record existing at the time the territory is placed into the CE-50 Zone, or a lot within a Planned Residential Development, in either case, subject to compliance with the applicable conditions within the zone and approval of a site plan by the Planning Commission.
2. Planned Residential Developments (PRD), subject to compliance with the provisions of DCA 3.09.
3. Water, sewer and utility transmission lines and facilities required as an incidental part of development within the zone, and subject to the approval of a site plan by the Planning Commission.
4. Motor vehicle roads and rights-of-way subject to compliance with City standards for design and construction for such uses and upon approval of a site plan by the Planning Commission.
5. Home Occupations, subject to the provisions of DCA 3.23.070 Part 3.
6. Accessory Apartments, subject to the applicable provisions of DCA 3.23.070 Part 1.
7. Public and private park and recreation enterprises when approved by City Council.
8. Agricultural uses and animal rights as set forth in DCA 3.21.090 of the Supplementary Regulations ~~or as approved by City Council.~~
9. Customary household pets.
10. Shooting Galleries, subject to the applicable provisions of MCA 9.17 ~~and subject to approval by the Planning Commission.~~

(Ord. 98-23,11-24-98)

SECTION 6: **AMENDMENT** “3.07.030 Conditional Uses” of the Alpine City Development Code is hereby *amended* as follows:

AMENDMENT

3.07.030 Conditional Uses

The following buildings, structures and uses of land shall be allowed upon compliance with the requirements set forth in this Ordinance and after approval has been given by the designated reviewing agencies (Approval of other agencies or levels of government may be required.):

1. Planned Commercial Developments Projects which are designed, approved, constructed and maintained in accordance with the provisions of DCA 3.10.

2. Commercial Condominium Projects subject to the applicable provisions of law relating thereto.
3. Schools, churches, hospitals (human care), nursing homes and other similar quasi-public buildings subject to ~~approval by the Planning Commission~~.
4. Civic Buildings. (Ord. 95-10, 4/25/9)
5. Restaurants, provided that any such facility providing drive-up window service shall also include an area for inside service to patrons in an amount not less than fifty (50%) of the total floor area of the structure. In addition, the following shall apply to restaurants. (Ord. 97-05, 5/27/97)
 - a. A traffic analysis shall be provided as part of the conditional use application.
 - b. The drive-up window and driveway shall be unobtrusive and be screened from the street by berming and landscaping.
 - c. Odors and noise shall be controlled as to not have an adverse impact on any nearby residential structures.
 - d. Restaurants must comply with provisions of the sign ordinance.
 - e. Restaurants must comply with the landscaping and design provisions in the B-C zone.
 - f. Any drive-through window must be located on the side of the restaurant building which does not abut a public street and must be screened from the street side with berming and landscaping.
 - g. Any drive-through window must have a stacking lane which will accommodate at least six cars off of the public street.
6. Single family dwellings (conventional construction) when proposed for placement on a lot not in a recorded subdivision, subject to compliance with the applicable conditions within the zone and approval of a site plan by the Planning Commission.
7. Seasonal sales such as produce or Christmas trees provided a business license is obtained from Alpine City.
8. Sexually-oriented businesses are a conditional use in the Business Commercial (BC) zone and are subject to the provisions of this chapter, including (Ord. 2010-07, 5/11/10):
 - a. No sexually-oriented business shall be located within:
 - i. One thousand (1,000) feet of a school, day care facility, public park, library, and religious institution;
 - ii. Four hundred (400) feet of any residential use (no matter which zoning district) or residential zoning boundary;
 - iii. One thousand (1,000) feet of a liquor store; and
 - iv. One thousand (1,000) feet of any other sexually-oriented business.

For the purposes of this section, distance shall be measured in a straight line, without regard to intervening structures or objects, from the closest exterior wall of the structure in which the sexually-oriented business is located, and:

- (1) The closest property line of any school, day care facility, public park, library, and religious institution;
- (2) The nearest property line of any residential use or residential

zone;

- (3) The nearest property line of any liquor store; and
- (4) The closest exterior wall of another sexually-oriented business.

- 9. Home occupations, subject to the provisions of DCA 3.23.070 Part 3.
- 10. Accessory apartments, subject to the provisions of DCA 3.23.070 Part 1.
- 11. Mechanical Automotive Repair Shops
 - a. Odors and noise shall be controlled as to not have an unreasonable adverse impact on nearby structures and/or property.
 - b. There shall be no more than 5 automobile bays.
 - c. No automobiles shall be stored on the property for more than 14 days.
 - d. Mechanical automotive repair shops shall comply with the regulations of the applicable entities including but not limited to the State of Utah, Timpanogos Service District, Lone Peak Fire Marshal, and Environmental Protection Agency.
 - e. Mechanical automotive repair shops must abut directly upon and have access to Main Street (south of southern property line of the property located at 30 South Main Street) or Canyon Crest Road within the Business Commercial zone.
 - f. Mechanical auto repair shops shall comply with the off-street parking requirements excepting there shall be no more than six (6) parking spaces provided per bay. An additional 10 parking spaces may be allowed exclusively for employee use. No off-street parking spaces shall be located within fifteen (15) feet of the property line closest to Main Street.
 - g. Mechanical automotive repair shops shall conform to the provisions of the Gateway/Historic Zone (DCA 3.11).
- 12. Dog Kennels/Boarding Facilities
 - a. Odors and noise shall be controlled as to not have an unreasonable adverse impact on nearby structures and/or property.
 - b. Dogs shall be kept primarily indoors, with the exception of short periods of time for the dogs to exercise, relieve themselves, go on walks, etc.
 - c. Shall have no more than twenty (20) individual dog kennel runs, with total dogs not to exceed 1.2 times the number of kennel runs.
 - d. No more than one dog shall share a kennel run without the owner's permission.
 - e. Facility shall be sound proofed, and include an indoor dog run.
 - f. Shall comply with City off-street parking requirements.
 - g. Shall provide daily disposal of all animal feces and wastes.
 - h. Shall conform to the provisions of the Gateway/Historic Zone (DCA 3.11).
 - i. There shall be adequate and effective means of control of insects and rodents at all times, such control shall be carefully monitored.
 - j. Operator shall bear full responsibility for recapturing and controlling any escaped animal.
 - k. Must have an active DVM relationship to immediately treat a sick or injured animal requiring medical attention.

1. Facility shall be located not less than one hundred fifty (150) feet from the nearest neighboring dwelling structure.

(Ord. 95-22, 8/22/95 and Ord. 2002-13, Amended by Ord. 2011-09, 5/10/11; Ord. 2014-04, 3/25/14)

**ALPINE CITY
ORDINANCE 2023-22**

**AN ORDINANCE ADOPTING AMENDMENTS TO ARTICLES 3.02.030, 3.03.030,
3.04.030, 3.05.030, 3.06.020, AND 3.07.030 OF THE ALPINE DEVELOPMENT CODE
PERTAINING TO LAND USE AUTHORITIES.**

WHEREAS, The Planning Commission held a public hearing on August 1st, 2023, pertaining to articles 3.02.030, 3.03.030, 3.04.030, 3.05.030, 3.06.020, and 3.07.030 of the Alpine City Development Code and

WHEREAS, on August 1st, 2023, the Planning Commission made a favorable recommendation of the proposed amendments to Articles 3.02.030, 3.03.030, 3.04.030, 3.05.030, 3.06.020, and 3.07.030 of the Alpine City Development Code and

WHEREAS, on August 22nd, 2023, the Alpine City Council deemed it in the best interest of Alpine City to amend Articles 3.02.030, 3.03.030, 3.04.030, 3.05.030, 3.06.020, and 3.07.030 of the Alpine City Development Code; and

WHEREAS, the Alpine City Planning Commission has reviewed the proposed Amendments of Articles 3.02.030, 3.03.030, 3.04.030, 3.05.030, 3.06.020, and 3.07.030 of the Alpine City Development Code, held a public hearing, and forwarded a favorable recommendation to the City Council; and

WHEREAS, the Alpine City Council has reviewed the proposed amendment of Articles 3.02.030, 3.03.030, 3.04.030, 3.05.030, 3.06.020, and 3.07.030 of the Alpine City Development Code

NOW THEREFORE, be it ordained by the Council of the Alpine City, in the State of Utah, as follows: The amendments to Articles 3.02.030, 3.03.030, 3.04.030, 3.05.030, 3.06.020, and 3.07.030 of the Alpine City Development code will supersede previous sections of 3.02.030, 3.03.030, 3.04.030, 3.05.030, 3.06.020, and 3.07.030 the Alpine City Development Code as previously adopted.

SECTION 1: AMENDMENT “3.02.030 Conditional Uses” of the Alpine City Development Code is hereby *amended* as follows:

AMENDMENT

3.02.030 Conditional Uses

The following buildings, structures and uses of land may be allowed upon compliance with the standards and conditions set forth in this ordinance and after approval has been given by the designated review body.

1. Single family dwellings (conventional construction) when proposed for placement on a lot not in a recorded subdivision, subject to compliance with the applicable conditions within the zone and approval of a site plan by the Planning Commission.
2. Cemeteries;
3. Child care nurseries and group day-care centers;
4. Civic buildings;
5. Subdivision projects, subject to compliance with the applicable requirements of the subdivision ordinance.
6. Water, sewer and utility transmission lines and facilities required as an incidental part of development within the zone, and subject to the approval of a site plan by the Planning Commission.
7. Motor vehicle roads and rights-of-way subject to compliance with City standards for design and construction for such uses, and upon approval of site plan by the Planning Commission.
8. Accessory apartments, subject to the provisions of DCA 3.23.070 Part 1. (Ord. 94-06);
9. Home occupations, subject to the provisions of DCA 3.23.070 Part 3.
10. Schools, churches, hospitals (human care) and similar quasi public buildings subject to the approval of site plan by the Planning Commission.
11. Incidental Produce Stands, subject to the provisions of DCA 3.23.070 Part 4. (Ord. 96-05, 4/10/96)
12. Shooting Galleries, subject to the applicable provisions of MCA 9.17 .

(Ord. 2015-02, 02/10/15)

SECTION 2: **AMENDMENT** “3.03.030 Conditional Uses” of the Alpine City Development Code is hereby *amended* as follows:

AMENDMENT

3.03.030 Conditional Uses

The following buildings, structures and uses of land may be allowed upon compliance with the standards and conditions set forth in this ordinance and after approval has been given by the designated review body. Additionally, no development will be allowed where any part of the zoning lot is above an elevation of 5350 feet mean sea level except as noted in DCA 3.12.

1. Single family dwellings (Conventional construction) when proposed for placement on a lot not in a recorded subdivision, subject to compliance with the applicable conditions within the zone and approval of a site plan by the Planning Commission.
2. Subdivisions projects, subject to compliance with the applicable requirements of the subdivision ordinance, except that: (a) where any portion of the area included within the subdivision shall lie within the territory designated within the Sensitive Lands

Overlay Zone (SLO zone) or (b) as the City may designate, the subdivision shall be developed only under the provisions of DCA 3.09 relating to Planned Residential Developments.

3. Planned Residential Developments (PRD), subject to compliance with the provisions of DCA 3.09.
4. Water, sewer and utility transmission lines and facilities required as an incidental part of development within the zone, and subject to the approval of a site plan by the planning commission.
5. Motor vehicle roads and rights-of-way subject to compliance with City standards for design and construction for such uses and upon approval of a site plan by the Planning Commission.
6. Home Occupations, subject to the provisions of DCA 3.23.070 Part 3.
7. Accessory Apartments, subject to the applicable provisions of DCA 3.23.070 Part 1.
8. Guest Houses, subject to the applicable provisions of DCA 3.23.070 Part 2.
9. Schools, churches, hospitals (human care) and similar quasi-public buildings subject to approval of a site plan by the planning commission.
10. Plant nurseries and tree farms, but not including retail sales of materials on site.
11. Civic Buildings
12. Incidental Produce Stands, subject to the provisions of DCA 3.23.070 Part 4. (Ord. 96-05, 4/10/96)
13. Shooting Galleries, subject to the applicable provisions of MCA 9.17 .

(Ord. 95-24, 11/14/95; Ord. 2014-11, 6/24/14)

SECTION 3: **AMENDMENT** “3.04.030 Conditional Uses” of the Alpine City Development Code is hereby *amended* as follows:

AMENDMENT

3.04.030 Conditional Uses

The following buildings, structures and uses of land may be allowed upon compliance with the standards and conditions set forth in this ordinance and after approval has been given by the designated review body. However, no development will be allowed where any part of the zoning lot is above an elevation of 5350 feet mean sea level except as noted in DCA 3.12.

1. Single family dwellings (Conventional construction) when proposed for placement on a lot not in a recorded subdivision, subject to compliance with the applicable conditions within the zone and approval of a site plan by the Planning Commission.
2. Subdivisions projects, subject to compliance with the applicable requirements of the subdivision ordinance, except that:
 - a. where any portion of the area included within the subdivision shall lie within

the territory designated within the Sensitive Lands Overlay Zone (SLO zone)
or

- b. as the City may designate, the subdivision shall be developed only under the provisions of DCA 3.09 Code relating to Planned Residential Developments.
3. Planned Residential Developments (PRD), subject to compliance with the provisions of DCA 3.09.
4. Water, sewer and utility transmission lines and facilities required as an incidental part of development within the zone, and subject to the approval of a site plan by the planning commission.
5. Motor vehicle roads and rights-of-way subject to compliance with City standards for design and construction for such uses and upon approval of a site plan by the planning commission.
6. Home Occupations, subject to the provisions of DCA 3.23.070 Part 3.
7. Accessory Apartments, subject to the applicable provisions of DCA 3.23.060 Part 1.
8. Guest Houses, subject to the applicable provisions of DCA 3.23.060 Part 2.
9. Schools, Churches, Hospitals (Human Care) and similar quasi public buildings..
10. Incidental Produce Stands, subject to the provisions of DCA 3.23.060 Part 4. (Ord 96-05, 4/10/96)
11. Buildings and other structures for the storage and keeping of agricultural products and machinery.
12. Plant nurseries and tree farms, but not doing retail sale of materials on site.
13. Civic Buildings.
14. Shooting Galleries, subject to the applicable provisions of MCA 9.17 .

(CR-1 Created by Ord. 91-01, 4/9/91 and amended by Ord. 95-04, 2/3/95; Ord. 2014-11, 6/24/14)

SECTION 4: AMENDMENT “3.05.030 Conditional Uses” of the Alpine City Development Code is hereby *amended* as follows:

AMENDMENT

3.05.030 Conditional Uses

The following buildings, structures, and uses of land may be allowed upon compliance with the provisions of this ordinance and after approval shall have been given from the designated review agency. However, no development will be allowed where any part of the zoning lot is above an elevation of 5350 feet mean sea level except as noted in DCA 3.12.

1. Single family dwellings (Conventional construction) when proposed for placement on a lot of record existing at the time of the territory is placed into the CE-5 Zone, or a lot within a Planned Residential Development, in either case, subject to compliance with

the applicable conditions within the zone and approval of a site plan by the Planning Commission.

2. Planned Residential Developments (PRD), subject to compliance with the provisions of DCA 3.09.
3. Water, sewer and utility transmission lines and facilities required as an incidental part of development within the zone, and subject to the approval of a site plan by the Planning Commission.
4. Motor vehicle roads and rights-of-way subject to compliance with City standards for design and construction for such uses and upon approval of a site plan by the Planning Commission.
5. Home Occupations, subject to the provisions of DCA 3.23.070 Part 3.
6. Accessory Apartments, subject to the applicable provisions of DCA 3.23.070 Part 1.
7. Guest Houses, subject to the applicable provisions of DCA 3.23.070 Part 2.
8. Park and recreation enterprises when owned and operated by a public agency.
9. Plant nurseries and tree farms, but not including retail sales of materials on site.
10. Incidental Produce Stands, subject to the provisions of DCA 3.23.070 Part 4. (Ord 96-05, 4/10/96)
11. Shooting Galleries, subject to the applicable provisions of MCA 9.17 .

(Ord. 95-28, 11/28/95)

SECTION 5: **AMENDMENT** “3.06.020 Conditional Uses” of the Alpine City Development Code is hereby *amended* as follows:

AMENDMENT

3.06.020 Conditional Uses

The following buildings, structures, and uses of land may be allowed upon compliance with the provisions of this ordinance and after approval shall have been given from the designated review agency.

1. Single family dwellings (Conventional construction) when proposed for placement on a lot of record existing at the time the territory is placed into the CE-50 Zone, or a lot within a Planned Residential Development, in either case, subject to compliance with the applicable conditions within the zone and approval of a site plan by the Planning Commission.
2. Planned Residential Developments (PRD), subject to compliance with the provisions of DCA 3.09.
3. Water, sewer and utility transmission lines and facilities required as an incidental part of development within the zone, and subject to the approval of a site plan by the Planning Commission.

4. Motor vehicle roads and rights-of-way subject to compliance with City standards for design and construction for such uses and upon approval of a site plan by the Planning Commission.
5. Home Occupations, subject to the provisions of DCA 3.23.070 Part 3.
6. Accessory Apartments, subject to the applicable provisions of DCA 3.23.070 Part 1.
7. Public and private park and recreation enterprises when approved by City Council.
8. Agricultural uses and animal rights as set forth in DCA 3.21.090 of the Supplementary Regulations .
9. Customary household pets.
10. Shooting Galleries, subject to the applicable provisions of MCA 9.17.

(Ord. 98-23,11-24-98)

SECTION 6: AMENDMENT “3.07.030 Conditional Uses” of the Alpine City Development Code is hereby *amended* as follows:

AMENDMENT

3.07.030 Conditional Uses

The following buildings, structures and uses of land shall be allowed upon compliance with the requirements set forth in this Ordinance and after approval has been given by the designated reviewing agencies (Approval of other agencies or levels of government may be required.):

1. Planned Commercial Developments Projects which are designed, approved, constructed and maintained in accordance with the provisions of DCA 3.10.
2. Commercial Condominium Projects subject to the applicable provisions of law relating thereto.
3. Schools, churches, hospitals (human care), nursing homes and other similar quasi-public buildings subject to .
4. Civic Buildings. (Ord. 95-10, 4/25/9)
5. Restaurants, provided that any such facility providing drive-up window service shall also include an area for inside service to patrons in an amount not less than fifty (50%) of the total floor area of the structure. In addition, the following shall apply to restaurants. (Ord. 97-05, 5/27/97)
 - a. A traffic analysis shall be provided as part of the conditional use application.
 - b. The drive-up window and driveway shall be unobtrusive and be screened from the street by berming and landscaping.
 - c. Odors and noise shall be controlled as to not have an adverse impact on any nearby residential structures.
 - d. Restaurants must comply with provisions of the sign ordinance.

- e. Restaurants must comply with the landscaping and design provisions in the B-C zone.
 - f. Any drive-through window must be located on the side of the restaurant building which does not abut a public street and must be screened from the street side with berming and landscaping.
 - g. Any drive-through window must have a stacking lane which will accommodate at least six cars off of the public street.
6. Single family dwellings (conventional construction) when proposed for placement on a lot not in a recorded subdivision, subject to compliance with the applicable conditions within the zone and approval of a site plan by the Planning Commission.
 7. Seasonal sales such as produce or Christmas trees provided a business license is obtained from Alpine City.
 8. Sexually-oriented businesses are a conditional use in the Business Commercial (BC) zone and are subject to the provisions of this chapter, including (Ord. 2010-07, 5/11/10):
 - a. No sexually-oriented business shall be located within:
 - i. One thousand (1,000) feet of a school, day care facility, public park, library, and religious institution;
 - ii. Four hundred (400) feet of any residential use (no matter which zoning district) or residential zoning boundary;
 - iii. One thousand (1,000) feet of a liquor store; and
 - iv. One thousand (1,000) feet of any other sexually-oriented business.

For the purposes of this section, distance shall be measured in a straight line, without regard to intervening structures or objects, from the closest exterior wall of the structure in which the sexually-oriented business is located, and:

- (1) The closest property line of any school, day care facility, public park, library, and religious institution;
 - (2) The nearest property line of any residential use or residential zone;
 - (3) The nearest property line of any liquor store; and
 - (4) The closest exterior wall of another sexually-oriented business.
9. Home occupations, subject to the provisions of DCA 3.23.070 Part 3.
 10. Accessory apartments, subject to the provisions of DCA 3.23.070 Part 1.
 11. Mechanical Automotive Repair Shops
 - a. Odors and noise shall be controlled as to not have an unreasonable adverse impact on nearby structures and/or property.
 - b. There shall be no more than 5 automobile bays.
 - c. No automobiles shall be stored on the property for more than 14 days.
 - d. Mechanical automotive repair shops shall comply with the regulations of the applicable entities including but not limited to the State of Utah, Timpanogos

Service District, Lone Peak Fire Marshal, and Environmental Protection Agency.

- e. Mechanical automotive repair shops must abut directly upon and have access to Main Street (south of southern property line of the property located at 30 South Main Street) or Canyon Crest Road within the Business Commercial zone.
- f. Mechanical auto repair shops shall comply with the off-street parking requirements excepting there shall be no more than six (6) parking spaces provided per bay. An additional 10 parking spaces may be allowed exclusively for employee use. No off-street parking spaces shall be located within fifteen (15) feet of the property line closest to Main Street.
- g. Mechanical automotive repair shops shall conform to the provisions of the Gateway/Historic Zone (DCA 3.11).

12. Dog Kennels/Boarding Facilities

- a. Odors and noise shall be controlled as to not have an unreasonable adverse impact on nearby structures and/or property.
- b. Dogs shall be kept primarily indoors, with the exception of short periods of time for the dogs to exercise, relieve themselves, go on walks, etc.
- c. Shall have no more than twenty (20) individual dog kennel runs, with total dogs not to exceed 1.2 times the number of kennel runs.
- d. No more than one dog shall share a kennel run without the owner's permission.
- e. Facility shall be sound proofed, and include an indoor dog run.
- f. Shall comply with City off-street parking requirements.
- g. Shall provide daily disposal of all animal feces and wastes.
- h. Shall conform to the provisions of the Gateway/Historic Zone (DCA 3.11).
- i. There shall be adequate and effective means of control of insects and rodents at all times, such control shall be carefully monitored.
- j. Operator shall bear full responsibility for recapturing and controlling any escaped animal.
- k. Must have an active DVM relationship to immediately treat a sick or injured animal requiring medical attention.
- l. Facility shall be located not less than one hundred fifty (150) feet from the nearest neighboring dwelling structure.

(Ord. 95-22, 8/22/95 and Ord. 2002-13, Amended by Ord. 2011-09, 5/10/11; Ord. 2014-04, 3/25/14)

PASSED AND ADOPTED BY THE ALPINE CITY COUNCIL

_____.

	AYE	NAY	ABSENT	ABSTAIN
Gregory Gordon	_____	_____	_____	_____
Jason Thelin	_____	_____	_____	_____
Jessica Smuin	_____	_____	_____	_____
Lon Lott	_____	_____	_____	_____
Kelli Law	_____	_____	_____	_____

Presiding Officer

Attest

Carla Merrill, Mayor, Alpine City

Bonnie Cooper, City Recorder, Alpine City

ALPINE CITY CORPORATION
 COMBINED CASH INVESTMENT
 JULY 31, 2023

COMBINED CASH ACCOUNTS

01-1111	CASH IN BANK, ALTA BANK	142,083.93
01-1112	XPRESS BILL PAY	1,291.93
01-1131	PETTY CASH	1,000.00
01-1154	SAVINGS PTIF #158	23,841,345.12
		23,985,720.98
	TOTAL COMBINED CASH	23,985,720.98
01-1190	CASH - ALLOCATION TO OTHER FUN	(23,985,847.41)
		(126.43)
	TOTAL GENERAL FUND CASH	(126.43)

CASH ALLOCATION RECONCILIATION

10	ALLOCATION TO GENERAL FUND	2,318,047.23
11	ALLOCATION TO CLASS C ROADS	1,813,379.68
15	ALLOCATION TO RECREATION IMPACT FEES	628,914.38
16	ALLOCATION TO STREET IMPACT FEES	430,816.08
45	ALLOCATION TO CAPITAL IMPROVEMENTS FUND	8,272,373.24
51	ALLOCATION TO WATER FUND	2,850,858.06
52	ALLOCATION TO SEWER FUND	2,871,010.25
55	ALLOCATION TO PRESSURIZED IRRIGATION FUND	950,709.27
56	ALLOCATION TO STORM DRAIN FUND	826,629.46
70	ALLOCATION TO TRUST AND AGENCY FUND	953,415.35
71	ALLOCATION TO CEMETERY PERPETUAL CARE FUND	745,970.49
81	ALLOCATION TO WATER IMPACT FEES	556,812.79
82	ALLOCATION TO SEWER IMPACT FEES	153,119.72
85	ALLOCATION TO PI IMPACT FEES	417,431.47
86	ALLOCATION TO STORM DRAIN IMPACT FEES	196,359.94
		23,985,847.41
	TOTAL ALLOCATIONS TO OTHER FUNDS	23,985,847.41
	ALLOCATION FROM COMBINED CASH FUND - 01-1190	(23,985,847.41)
		.00
	ZERO PROOF IF ALLOCATIONS BALANCE	.00

ALPINE CITY CORPORATION

BALANCE SHEET

JULY 31, 2023

GENERAL FUND

<u>ASSETS</u>		
10-1190	CASH - ALLOCATION TO OTHER FUN	2,318,047.23
10-1309	DEFERRED PROPERTY TAXES REC	2,602,108.68
10-1311	ACCOUNTS RECEIVABLE	64,374.21
10-1561	PREPAID EXPENSES	21,469.59
		<hr/>
	TOTAL ASSETS	5,005,999.71
		<hr/> <hr/>
<u>LIABILITIES AND EQUITY</u>		
<u>LIABILITIES</u>		
10-2131	ACCOUNTS PAYABLE	(1,582.77)
10-2211	WAGES PAYABLE	13,870.00
10-2225	ULGT PAYABLE	30,087.95
10-2227	RETIREMENT PAYABLE EMPLOYEES	(7,016.47)
10-2229	WORKERS COMP PAYABLE	1,555.31
10-2400	UNEARNED REVENUE	2,602,108.00
		<hr/>
	TOTAL LIABILITIES	2,639,022.02
<u>FUND EQUITY</u>		
UNAPPROPRIATED FUND BALANCE:		
10-2980	BALANCE BEGINNING OF YEAR	2,245,152.30
	REVENUE OVER EXPENDITURES - YTD	121,825.39
		<hr/>
	BALANCE - CURRENT DATE	2,366,977.69
		<hr/>
	TOTAL FUND EQUITY	2,366,977.69
		<hr/> <hr/>
	TOTAL LIABILITIES AND EQUITY	5,005,999.71
		<hr/> <hr/>

ALPINE CITY CORPORATION
REVENUES WITH COMPARISON TO BUDGET
FOR THE 1 MONTHS ENDING JULY 31, 2023

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>TAXES</u>					
10-31-10	.00	.00	2,600,000.00	2,600,000.00	.0
10-31-20	.00	.00	200,000.00	200,000.00	.0
10-31-30	.00	.00	2,000,000.00	2,000,000.00	.0
10-31-31	.00	.00	120,000.00	120,000.00	.0
10-31-40	44,032.78	44,032.78	700,000.00	655,967.22	6.3
10-31-90	.00	.00	4,000.00	4,000.00	.0
TOTAL TAXES	44,032.78	44,032.78	5,624,000.00	5,579,967.22	.8
<u>LICENSES AND PERMITS</u>					
10-32-10	400.00	400.00	25,000.00	24,600.00	1.6
10-32-20	7,074.80	7,074.80	225,000.00	217,925.20	3.1
10-32-21	17,652.56	17,652.56	400,000.00	382,347.44	4.4
10-32-22	177.03	177.03	5,000.00	4,822.97	3.5
TOTAL LICENSES AND PERMITS	25,304.39	25,304.39	655,000.00	629,695.61	3.9
<u>INTERGOVERNMENTAL REVENUE</u>					
10-33-42	.00	.00	4,964.00	4,964.00	.0
10-33-54	12,485.00	12,485.00	.00	(12,485.00)	.0
10-33-59	.00	.00	227,150.00	227,150.00	.0
TOTAL INTERGOVERNMENTAL REVENUE	12,485.00	12,485.00	232,114.00	219,629.00	5.4
<u>CHARGES FOR SERVICES</u>					
10-34-13	.00	.00	20,000.00	20,000.00	.0
10-34-14	.00	.00	500.00	500.00	.0
10-34-15	.00	.00	250.00	250.00	.0
10-34-22	9,629.00	9,629.00	38,516.00	28,887.00	25.0
10-34-40	58,952.62	58,952.62	670,000.00	611,047.38	8.8
10-34-81	.00	.00	7,500.00	7,500.00	.0
10-34-83	1,000.00	1,000.00	50,000.00	49,000.00	2.0
TOTAL CHARGES FOR SERVICES	69,581.62	69,581.62	786,766.00	717,184.38	8.8
<u>FINES AND FORFEITURES</u>					
10-35-10	8,447.00	8,447.00	40,000.00	31,553.00	21.1
10-35-15	.00	.00	7,000.00	7,000.00	.0
10-35-16	.00	.00	2,000.00	2,000.00	.0
TOTAL FINES AND FORFEITURES	8,447.00	8,447.00	49,000.00	40,553.00	17.2

ALPINE CITY CORPORATION
REVENUES WITH COMPARISON TO BUDGET
FOR THE 1 MONTHS ENDING JULY 31, 2023

GENERAL FUND

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>RENTS AND OTHER REVENUE</u>						
10-36-20	RENTS AND CONCESSIONS	4,520.00	4,520.00	65,000.00	60,480.00	7.0
	TOTAL RENTS AND OTHER REVENUE	4,520.00	4,520.00	65,000.00	60,480.00	7.0
<u>INTEREST AND MISC REVENUE</u>						
10-38-10	INTEREST EARNINGS	103,857.31	103,857.31	50,000.00	(53,857.31)	207.7
10-38-17	ALPINE DAYS REVENUE	21,035.12	21,035.12	85,000.00	63,964.88	24.8
10-38-18	RODEO REVENUE	42,835.87	42,835.87	20,000.00	(22,835.87)	214.2
10-38-50	BICENTENNIAL BOOKS	.00	.00	500.00	500.00	.0
10-38-90	SUNDRY REVENUES	5,513.55	5,513.55	45,000.00	39,486.45	12.3
	TOTAL INTEREST AND MISC REVENUE	173,241.85	173,241.85	200,500.00	27,258.15	86.4
<u>TRANSFERS AND CONTRIBUTIONS</u>						
10-39-20	CONTRIBUTION FOR PARAMEDIC	2,853.58	2,853.58	35,000.00	32,146.42	8.2
	TOTAL TRANSFERS AND CONTRIBUTIONS	2,853.58	2,853.58	35,000.00	32,146.42	8.2
	TOTAL FUND REVENUE	340,466.22	340,466.22	7,647,380.00	7,306,913.78	4.5

ALPINE CITY CORPORATION
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 1 MONTHS ENDING JULY 31, 2023

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>ADMINISTRATION</u>					
10-41-11 SALARIES & WAGES	22,049.42	22,049.42	224,500.00	202,450.58	9.8
10-41-13 EMPLOYEE BENEFITS	10,076.41	10,076.41	105,500.00	95,423.59	9.6
10-41-14 OVERTIME WAGES	.00	.00	1,500.00	1,500.00	.0
10-41-21 BOOKS, SUBSCRIPTIONS & MEMBERS	12,853.57	12,853.57	21,000.00	8,146.43	61.2
10-41-22 PUBLIC NOTICES	33.03	33.03	2,000.00	1,966.97	1.7
10-41-23 TRAVEL	247.06	247.06	7,500.00	7,252.94	3.3
10-41-24 OFFICE SUPPLIES & POSTAGE	173.87	173.87	15,000.00	14,826.13	1.2
10-41-25 EQUIPMENT - SUPPLIES & MAINTEN	.00	.00	1,500.00	1,500.00	.0
10-41-28 TELEPHONE	30.00	30.00	5,500.00	5,470.00	.6
10-41-30 PROFESSIONAL SERVICES	.00	.00	60,000.00	60,000.00	.0
10-41-33 EDUCATION	.00	.00	3,000.00	3,000.00	.0
10-41-46 COUNCIL DISCRETIONARY FUND	.00	.00	12,000.00	12,000.00	.0
10-41-47 MAYOR DISCRETIONARY FUND	.00	.00	5,000.00	5,000.00	.0
10-41-51 INSURANCE	9,518.24	9,518.24	12,000.00	2,481.76	79.3
10-41-63 OTHER SERVICES	.00	.00	20,000.00	20,000.00	.0
10-41-64 OTHER EXPENSES	.00	.00	4,000.00	4,000.00	.0
TOTAL ADMINISTRATION	54,981.60	54,981.60	500,000.00	445,018.40	11.0
<u>COURT</u>					
10-42-24 OFFICE EXPENSE & POSTAGE	.00	.00	35,000.00	35,000.00	.0
10-42-31 PROFESSIONAL SERVICES	.00	.00	45,000.00	45,000.00	.0
10-42-40 WITNESS FEES	.00	.00	200.00	200.00	.0
10-42-46 VICTIM REPARATION ASSESSMENT	.00	.00	25,000.00	25,000.00	.0
TOTAL COURT	.00	.00	105,200.00	105,200.00	.0
<u>TREASURER</u>					
10-43-11 SALARIES & WAGES	1,622.57	1,622.57	19,000.00	17,377.43	8.5
10-43-13 EMPLOYEE BENEFITS	954.64	954.64	11,000.00	10,045.36	8.7
10-43-14 OVERTIME WAGES	178.55	178.55	2,500.00	2,321.45	7.1
10-43-21 BOOKS, SUBSCRIPTIONS & MEMBERS	.00	.00	1,200.00	1,200.00	.0
10-43-23 TRAVEL	.00	.00	750.00	750.00	.0
10-43-24 OFFICE SUPPLIES & POSTAGE	.00	.00	250.00	250.00	.0
10-43-31 PROFESSIONAL & TECHNICAL	.00	.00	5,200.00	5,200.00	.0
10-43-33 EDUCATION	.00	.00	500.00	500.00	.0
10-43-34 ACCOUNTING SERVICES/AUDIT	.00	.00	13,000.00	13,000.00	.0
TOTAL TREASURER	2,755.76	2,755.76	53,400.00	50,644.24	5.2

ALPINE CITY CORPORATION
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 1 MONTHS ENDING JULY 31, 2023

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>ELECTIONS</u>					
10-50-24 OFFICE EXPENSE, SUPPLIES & POS	.00	.00	500.00	500.00	.0
10-50-62 MISCELLANEOUS SERVICES	.00	.00	16,500.00	16,500.00	.0
TOTAL ELECTIONS	.00	.00	17,000.00	17,000.00	.0
<u>GOVERNMENT BUILDINGS</u>					
10-52-26 BUILDING SUPPLIES	391.98	391.98	7,000.00	6,608.02	5.6
10-52-27 UTILITIES	724.62	724.62	25,000.00	24,275.38	2.9
10-52-51 INSURANCE	9,355.24	9,355.24	10,500.00	1,144.76	89.1
10-52-63 OTHER SERVICES	814.50	814.50	13,000.00	12,185.50	6.3
10-52-72 CAPITAL OUTLAY BUILDINGS	2,664.22	2,664.22	530,000.00	527,335.78	.5
TOTAL GOVERNMENT BUILDINGS	13,950.56	13,950.56	585,500.00	571,549.44	2.4
<u>EMERGENCY SERVICES</u>					
10-57-61 POLICE-PROFESSIONAL SERVICE	.00	.00	1,459,437.00	1,459,437.00	.0
10-57-63 FIRE-PROFESSIONAL SERVICE	.00	.00	1,247,482.00	1,247,482.00	.0
10-57-72 ADMINISTRATION	.00	.00	134,163.00	134,163.00	.0
10-57-74 CAPITAL OUTLAY - EQUIPMENT	.00	.00	20,000.00	20,000.00	.0
TOTAL EMERGENCY SERVICES	.00	.00	2,861,082.00	2,861,082.00	.0
<u>BUILDING INSPECTION</u>					
10-58-11 SALARIES & WAGES	4,115.72	4,115.72	47,900.00	43,784.28	8.6
10-58-13 EMPLOYEE BENEFITS	1,874.14	1,874.14	22,300.00	20,425.86	8.4
10-58-14 OVERTIME WAGES	.00	.00	500.00	500.00	.0
10-58-21 BOOKS, SUBSCRIPTIONS & MEMBERS	.00	.00	500.00	500.00	.0
10-58-24 OFFICE SUPPLIES & POSTAGE	.00	.00	800.00	800.00	.0
10-58-28 TELEPHONE	30.00	30.00	1,000.00	970.00	3.0
10-58-29 CONTRACT/BUILDING INSPECTOR	.00	.00	90,000.00	90,000.00	.0
10-58-51 INSURANCE & SURETY BONDS	9,355.24	9,355.24	10,400.00	1,044.76	90.0
10-58-65 BUILDING PERMIT SURCHARGE	.00	.00	3,000.00	3,000.00	.0
TOTAL BUILDING INSPECTION	15,375.10	15,375.10	176,400.00	161,024.90	8.7

ALPINE CITY CORPORATION
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 1 MONTHS ENDING JULY 31, 2023

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>PLANNING & ZONING</u>					
10-59-11 SALARIES & WAGES	7,358.87	7,358.87	154,000.00	146,641.13	4.8
10-59-13 EMPLOYEE BENEFITS	3,762.83	3,762.83	69,000.00	65,237.17	5.5
10-59-14 OVERTIME WAGES	.00	.00	1,000.00	1,000.00	.0
10-59-21 BOOKS, SUBSCRIPTIONS & MEMBERS	.00	.00	1,000.00	1,000.00	.0
10-59-23 TRAVEL	.00	.00	1,500.00	1,500.00	.0
10-59-24 OFFICE SUPPLIES & POSTAGE	.00	.00	1,500.00	1,500.00	.0
10-59-30 PROFESSIONAL SERVICES	.00	.00	45,000.00	45,000.00	.0
10-59-31 LEGAL SERVICES FOR SUBDIVIS	.00	.00	20,000.00	20,000.00	.0
10-59-34 EDUCATION	.00	.00	750.00	750.00	.0
TOTAL PLANNING & ZONING	11,121.70	11,121.70	293,750.00	282,628.30	3.8
<u>STREETS</u>					
10-60-11 SALARIES & WAGES	8,123.80	8,123.80	105,400.00	97,276.20	7.7
10-60-13 EMPLOYEE BENEFITS	5,347.12	5,347.12	69,300.00	63,952.88	7.7
10-60-14 OVERTIME WAGES	499.67	499.67	8,000.00	7,500.33	6.3
10-60-15 ON CALL WAGES	444.43	444.43	5,800.00	5,355.57	7.7
10-60-23 TRAVEL	.00	.00	1,000.00	1,000.00	.0
10-60-24 OFFICE SUPPLIES & POSTAGE	.00	.00	400.00	400.00	.0
10-60-25 EQUIPMENT-SUPPLIES & MAINTENAN	1,208.60	1,208.60	75,000.00	73,791.40	1.6
10-60-26 STREET SUPPLIES AND MAINTENANC	902.68	902.68	75,000.00	74,097.32	1.2
10-60-27 UTILITIES	5.93	5.93	500.00	494.07	1.2
10-60-28 TELEPHONE	233.86	233.86	3,200.00	2,966.14	7.3
10-60-29 POWER - STREET LIGHTS	4,258.83	4,258.83	50,000.00	45,741.17	8.5
10-60-51 INSURANCE	9,355.24	9,355.24	10,000.00	644.76	93.6
10-60-63 OTHER SERVICES	.00	.00	12,000.00	12,000.00	.0
10-60-64 OTHER EXPENSES	224.99	224.99	6,500.00	6,275.01	3.5
10-60-73 CAPITAL OUTLAY-OTHER THAN BUIL	.00	.00	872,500.00	872,500.00	.0
10-60-74 CAPITAL OUTLAY - EQUIPMENT	1,500.00	1,500.00	107,000.00	105,500.00	1.4
TOTAL STREETS	32,105.15	32,105.15	1,401,600.00	1,369,494.85	2.3

ALPINE CITY CORPORATION
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 1 MONTHS ENDING JULY 31, 2023

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>PARKS & RECREATION</u>					
10-70-11 SALARIES & WAGES	5,078.79	5,078.79	54,400.00	49,321.21	9.3
10-70-12 WAGES TEMPORARY EMPLOYEES	9,475.75	9,475.75	55,000.00	45,524.25	17.2
10-70-13 EMPLOYEE BENEFITS	3,841.16	3,841.16	37,700.00	33,858.84	10.2
10-70-14 OVERTIME WAGES	198.38	198.38	2,500.00	2,301.62	7.9
10-70-23 TRAVEL	.00	.00	1,000.00	1,000.00	.0
10-70-24 OFFICE SUPPLIES & POSTAGE	173.87	173.87	2,400.00	2,226.13	7.2
10-70-25 EQUIPMENT-SUPPLIES & MAINTENAN	66.68	66.68	25,000.00	24,933.32	.3
10-70-26 BUILDING AND GROUNDS SUPPLIES	3,058.09	3,058.09	55,000.00	51,941.91	5.6
10-70-27 UTILITIES	4,868.11	4,868.11	60,000.00	55,131.89	8.1
10-70-28 TELEPHONE	246.34	246.34	3,000.00	2,753.66	8.2
10-70-51 INSURANCE & SURETY BONDS	9,355.24	9,355.24	10,500.00	1,144.76	89.1
10-70-60 RODEO	4,107.77	4,107.77	35,000.00	30,892.23	11.7
10-70-64 OTHER EXPENSES	.00	.00	26,500.00	26,500.00	.0
10-70-65 ALPINE DAYS	10,394.74	10,394.74	115,000.00	104,605.26	9.0
10-70-67 MOYLE PARK	785.43	785.43	9,000.00	8,214.57	8.7
10-70-68 LIBRARY	800.00	800.00	11,500.00	10,700.00	7.0
10-70-69 YOUTH COUNCIL	366.68	366.68	5,500.00	5,133.32	6.7
10-70-70 BOOK MOBILE	.00	.00	13,596.00	13,596.00	.0
10-70-71 TRAILS	.00	.00	5,000.00	5,000.00	.0
TOTAL PARKS & RECREATION	52,817.03	52,817.03	527,596.00	474,778.97	10.0
<u>CEMETERY</u>					
10-77-11 SALARIES & WAGES	5,078.77	5,078.77	54,400.00	49,321.23	9.3
10-77-12 WAGES TEMPORARY EMPLOYEE	9,475.75	9,475.75	55,000.00	45,524.25	17.2
10-77-13 EMPLOYEE BENEFITS	3,840.82	3,840.82	37,700.00	33,859.18	10.2
10-77-14 OVERTIME WAGES	198.38	198.38	2,500.00	2,301.62	7.9
10-77-23 TRAVEL	.00	.00	500.00	500.00	.0
10-77-24 OFFICE SUPPLIES & POSTAGE	.00	.00	250.00	250.00	.0
10-77-25 EQUIPMENT-SUPPLIES & MAINTENAN	.00	.00	12,000.00	12,000.00	.0
10-77-26 BUILDING AND GROUNDS	.00	.00	12,000.00	12,000.00	.0
10-77-27 CEMETERY PAVING	446.56	446.56	.00	(446.56)	.0
10-77-28 TELEPHONE	40.00	40.00	850.00	810.00	4.7
10-77-51 INSURANCE & SURETY BONDS	9,355.24	9,355.24	8,500.00	(855.24)	110.1
10-77-63 OTHER SERVICES	11.93	11.93	10,000.00	9,988.07	.1
TOTAL CEMETERY	28,447.45	28,447.45	193,700.00	165,252.55	14.7

ALPINE CITY CORPORATION
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 1 MONTHS ENDING JULY 31, 2023

GENERAL FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>GARBAGE</u>					
10-82-11 SALARIES & WAGES	3,957.37	3,957.37	49,000.00	45,042.63	8.1
10-82-13 EMPLOYEE BENEFITS	2,451.93	2,451.93	29,200.00	26,748.07	8.4
10-82-14 OVERTIME WAGES	104.17	104.17	1,500.00	1,395.83	6.9
10-82-24 OFFICE SUPPLIES & POSTAGE	450.89	450.89	3,600.00	3,149.11	12.5
10-82-28 TELEPHONE	7.50	7.50	250.00	242.50	3.0
10-82-31 PROFESSIONAL & TECHNICAL	.00	.00	4,800.00	4,800.00	.0
10-82-34 TECHNOLOGY UPDATE	.00	.00	5,500.00	5,500.00	.0
10-82-61 TIPPING FEES	.00	.00	155,000.00	155,000.00	.0
10-82-62 WASTE PICKUP CONTRACT	.00	.00	405,000.00	405,000.00	.0
10-82-64 OTHER EXPENSES	114.62	114.62	.00	(114.62)	.0
10-82-65 CITY CLEANUP PROJECTS	.00	.00	3,800.00	3,800.00	.0
TOTAL GARBAGE	7,086.48	7,086.48	657,650.00	650,563.52	1.1
<u>MISCELLANEOUS</u>					
10-99-25 TECHNOLOGY UPGRADE	.00	.00	30,000.00	30,000.00	.0
10-99-80 TRANSFER TO CAPITAL IMP FUND	.00	.00	239,502.00	239,502.00	.0
10-99-82 EMERGENCY PREP	.00	.00	5,000.00	5,000.00	.0
TOTAL MISCELLANEOUS	.00	.00	274,502.00	274,502.00	.0
TOTAL FUND EXPENDITURES	218,640.83	218,640.83	7,647,380.00	7,428,739.17	2.9
NET REVENUE OVER EXPENDITURES	121,825.39	121,825.39	.00	(121,825.39)	.0

ALPINE CITY CORPORATION

BALANCE SHEET

JULY 31, 2023

CLASS C ROADS

<u>ASSETS</u>			
11-1190	CASH - ALLOCATION FROM GENERAL		1,813,379.68
	TOTAL ASSETS		<u>1,813,379.68</u>
 <u>LIABILITIES AND EQUITY</u>			
 <u>FUND EQUITY</u>			
UNAPPROPRIATED FUND BALANCE:			
11-2980	BALANCE BEGINNING OF YEAR	1,813,379.68	
	BALANCE - CURRENT DATE		1,813,379.68
	TOTAL FUND EQUITY		<u>1,813,379.68</u>
	TOTAL LIABILITIES AND EQUITY		<u>1,813,379.68</u>

ALPINE CITY CORPORATION
 REVENUES WITH COMPARISON TO BUDGET
 FOR THE 1 MONTHS ENDING JULY 31, 2023

CLASS C ROADS

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
11-33-56 B&C ROAD FUND ALLOTMENT	.00	.00	500,000.00	500,000.00	.0
11-33-60 MASS TRANSIT	.00	.00	120,000.00	120,000.00	.0
TOTAL SOURCE 33	.00	.00	620,000.00	620,000.00	.0
 <u>INTEREST AND MISC REVENUE</u>					
11-38-10 INTEREST EARNINGS	.00	.00	10,000.00	10,000.00	.0
TOTAL INTEREST AND MISC REVENUE	.00	.00	10,000.00	10,000.00	.0
 <u>TRANSFERS AND CONTRIBUTIONS</u>					
11-39-10 FUND BALANCE APPROPRIATION	.00	.00	1,042,000.00	1,042,000.00	.0
TOTAL TRANSFERS AND CONTRIBUTIONS	.00	.00	1,042,000.00	1,042,000.00	.0
TOTAL FUND REVENUE	.00	.00	1,672,000.00	1,672,000.00	.0

ALPINE CITY CORPORATION
 EXPENDITURES WITH COMPARISON TO BUDGET
 FOR THE 1 MONTHS ENDING JULY 31, 2023

CLASS C ROADS

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
11-60-70 CLASS C ROAD FUND PROJECTS	.00	.00	1,552,000.00	1,552,000.00	.0
11-60-75 MASS TRANSIT PROJECTS	.00	.00	120,000.00	120,000.00	.0
TOTAL DEPARTMENT 60	.00	.00	1,672,000.00	1,672,000.00	.0
TOTAL FUND EXPENDITURES	.00	.00	1,672,000.00	1,672,000.00	.0
NET REVENUE OVER EXPENDITURES	.00	.00	.00	.00	.0

ALPINE CITY CORPORATION
 BALANCE SHEET
 JULY 31, 2023

RECREATION IMPACT FEES

<u>ASSETS</u>			
15-1190	CASH - ALLOCATION FROM GENERAL		628,914.38
			<u>628,914.38</u>
	TOTAL ASSETS		<u><u>628,914.38</u></u>
<u>LIABILITIES AND EQUITY</u>			
<u>FUND EQUITY</u>			
15-2831	RESERVE-IMP RECREATION		571,085.62
UNAPPROPRIATED FUND BALANCE:			
15-2980	BALANCE BEGINNING OF YEAR	57,828.76	
			<u>57,828.76</u>
	BALANCE - CURRENT DATE		<u>57,828.76</u>
	TOTAL FUND EQUITY		<u>628,914.38</u>
	TOTAL LIABILITIES AND EQUITY		<u><u>628,914.38</u></u>

ALPINE CITY CORPORATION
REVENUES WITH COMPARISON TO BUDGET
FOR THE 1 MONTHS ENDING JULY 31, 2023

RECREATION IMPACT FEES

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>OPERATING REVENUES</u>					
15-37-31 RECREATION FACILITY FEES	.00	.00	100,000.00	100,000.00	.0
TOTAL OPERATING REVENUES	.00	.00	100,000.00	100,000.00	.0
<u>INTEREST AND MISC REVENUE</u>					
15-38-10 INTEREST EARNINGS	.00	.00	10,000.00	10,000.00	.0
TOTAL INTEREST AND MISC REVENUE	.00	.00	10,000.00	10,000.00	.0
<u>TRANSFERS AND CONTRIBUTIONS</u>					
15-39-10 FUND BALANCE APPROPRIATION	.00	.00	105,000.00	105,000.00	.0
TOTAL TRANSFERS AND CONTRIBUTIONS	.00	.00	105,000.00	105,000.00	.0
TOTAL FUND REVENUE	.00	.00	215,000.00	215,000.00	.0

ALPINE CITY CORPORATION
 EXPENDITURES WITH COMPARISON TO BUDGET
 FOR THE 1 MONTHS ENDING JULY 31, 2023

RECREATION IMPACT FEES

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>EXPENDITURES</u>					
15-40-31 PARK SYSTEM	.00	.00	215,000.00	215,000.00	.0
TOTAL EXPENDITURES	.00	.00	215,000.00	215,000.00	.0
TOTAL FUND EXPENDITURES	.00	.00	215,000.00	215,000.00	.0
NET REVENUE OVER EXPENDITURES	.00	.00	.00	.00	.0

ALPINE CITY CORPORATION
BALANCE SHEET
JULY 31, 2023

STREET IMPACT FEES

<u>ASSETS</u>			
16-1190	CASH - ALLOCATION FROM GENERAL	430,816.08	
16-1311	ACCOUNTS RECEIVABLE	4,224.42	
	TOTAL ASSETS		435,040.50
<u>LIABILITIES AND EQUITY</u>			
<u>FUND EQUITY</u>			
UNAPPROPRIATED FUND BALANCE:			
16-2980	BALANCE BEGINNING OF YEAR	435,040.50	
	BALANCE - CURRENT DATE	435,040.50	
	TOTAL FUND EQUITY		435,040.50
	TOTAL LIABILITIES AND EQUITY		435,040.50

ALPINE CITY CORPORATION
 REVENUES WITH COMPARISON TO BUDGET
 FOR THE 1 MONTHS ENDING JULY 31, 2023

STREET IMPACT FEES

		PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>OPERATING REVENUES</u>						
16-37-21	STREETS & TRANSPORTATION FEES	.00	.00	40,000.00	40,000.00	.0
	TOTAL OPERATING REVENUES	.00	.00	40,000.00	40,000.00	.0
	TOTAL FUND REVENUE	.00	.00	40,000.00	40,000.00	.0

ALPINE CITY CORPORATION
 EXPENDITURES WITH COMPARISON TO BUDGET
 FOR THE 1 MONTHS ENDING JULY 31, 2023

STREET IMPACT FEES

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>EXPENDITURES</u>					
16-40-21 STREET & TRANSPORT EXPENSES	.00	.00	40,000.00	40,000.00	.0
TOTAL EXPENDITURES	.00	.00	40,000.00	40,000.00	.0
TOTAL FUND EXPENDITURES	.00	.00	40,000.00	40,000.00	.0
NET REVENUE OVER EXPENDITURES	.00	.00	.00	.00	.0

ALPINE CITY CORPORATION
BALANCE SHEET
JULY 31, 2023

CAPITAL IMPROVEMENTS FUND

<u>ASSETS</u>			
45-1190	CASH - ALLOCATION TO OTHER FUN	8,272,373.24	
	TOTAL ASSETS		8,272,373.24
<u>LIABILITIES AND EQUITY</u>			
<u>LIABILITIES</u>			
45-2124	OTHER BONDS	326,000.00	
45-2131	ACCOUNTS PAYABLE	12,485.00	
45-2140	INFRA PROTECTION BONDS	1,330,098.44	
45-2147	OPEN SPACE BOND	151,500.00	
45-2150	RESTRICTED FOR ROADS	149,644.50	
45-2152	MOYLE PARK DONATIONS	5,212.00	
45-2156	MUSTARD DONATION/LAM PK TRAILS	4,948.00	
	TOTAL LIABILITIES		1,979,887.94
<u>FUND EQUITY</u>			
UNAPPROPRIATED FUND BALANCE:			
45-2960	EQUIPMENT REPLACEMENT	151,529.36	
45-2980	BALANCE BEGINNING OF YEAR	6,182,055.20	
	REVENUE OVER EXPENDITURES - YTD	(41,099.26)	
	BALANCE - CURRENT DATE	6,292,485.30	
	TOTAL FUND EQUITY		6,292,485.30
	TOTAL LIABILITIES AND EQUITY		8,272,373.24

ALPINE CITY CORPORATION
 REVENUES WITH COMPARISON TO BUDGET
 FOR THE 1 MONTHS ENDING JULY 31, 2023

CAPITAL IMPROVEMENTS FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>INTEREST AND MISC REVENUE</u>					
45-38-10 INTEREST REVENUE	.00	.00	10,000.00	10,000.00	.0
TOTAL INTEREST AND MISC REVENUE	.00	.00	10,000.00	10,000.00	.0
<u>TRANSFERS AND CONTRIBUTIONS</u>					
45-39-11 CAPITOL IMPROVEMENTS FUND SURP	.00	.00	1,658,500.00	1,658,500.00	.0
TOTAL TRANSFERS AND CONTRIBUTIONS	.00	.00	1,658,500.00	1,658,500.00	.0
TOTAL FUND REVENUE	.00	.00	1,668,500.00	1,668,500.00	.0

ALPINE CITY CORPORATION
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 1 MONTHS ENDING JULY 31, 2023

CAPITAL IMPROVEMENTS FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>EXPENDITURES</u>					
45-40-72 CAPITAL OUTLAY - OTHER	41,099.26	41,099.26	1,338,500.00	1,297,400.74	3.1
45-40-73 CAPITAL OUTLAY BUILDINGS	.00	.00	270,000.00	270,000.00	.0
45-40-74 CAPITAL OUTLAY - EQUIPMENT	.00	.00	60,000.00	60,000.00	.0
TOTAL EXPENDITURES	41,099.26	41,099.26	1,668,500.00	1,627,400.74	2.5
TOTAL FUND EXPENDITURES	41,099.26	41,099.26	1,668,500.00	1,627,400.74	2.5
NET REVENUE OVER EXPENDITURES	(41,099.26)	(41,099.26)	.00	41,099.26	.0

ALPINE CITY CORPORATION

BALANCE SHEET

JULY 31, 2023

WATER FUND

ASSETS

51-1110	CASH ON HAND		126.43
51-1190	CASH - ALLOCATION FROM GENERAL		2,850,858.06
51-1311	WATER ACCOUNTS RECEIVABLE		90,085.20
51-1314	ALLOWANCE FOR DOUBTFUL ACCOUNT	(470.50)
51-1598	INVESTMENT IN WATER STOCK		73,400.00
51-1610	DEFERRED OUTFLOWS-PENSIONS		43,520.00
51-1611	LAND		219,000.00
51-1621	BUILDING		169,102.63
51-1622	ALLOWANCE FOR DEPRECIATION-BUI	(135,313.18)
51-1631	IMPROVEMENTS OTHER THAN BUILDI		16,247,592.34
51-1632	ALLOWANCE FOR DEPRECIATION-IMP	(5,981,332.85)
51-1651	MACHINERY AND EQUIPMENT		1,203,492.49
51-1652	ALLOWANCE FOR DEPR'N-MACH & EQ	(546,148.23)
	TOTAL ASSETS		<u>14,233,912.39</u>

LIABILITIES AND EQUITYLIABILITIES

51-2151	UTILITY DEPOSIT		26,900.00
51-2220	WAGES PAYABLE		2,370.00
51-2230	ST COMPENSATED ABSENCES		3,204.32
51-2290	NET PENSION LIABILITY		24,206.00
51-2410	DEFERRED INFLOWS-PENSIONS		904.00
51-2530	LT COMPENSATED ABSENCES		169.00
	TOTAL LIABILITIES		<u>57,753.32</u>

FUND EQUITY

UNAPPROPRIATED FUND BALANCE:			
51-2970	CONTRA ACCOUNT 81 IMPACT FEES	256,039.95	
51-2980	BEGINNING OF YEAR	13,886,252.69	
	REVENUE OVER EXPENDITURES - YTD	<u>33,866.43</u>	
	BALANCE - CURRENT DATE		<u>14,176,159.07</u>
	TOTAL FUND EQUITY		<u>14,176,159.07</u>
	TOTAL LIABILITIES AND EQUITY		<u>14,233,912.39</u>

ALPINE CITY CORPORATION
REVENUES WITH COMPARISON TO BUDGET
FOR THE 1 MONTHS ENDING JULY 31, 2023

WATER FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>OPERATING REVENUES</u>					
51-37-11 METERED WATER SALES	76,372.16	76,372.16	800,000.00	723,627.84	9.6
51-37-12 OTHER WATER REVENUE	425.00	425.00	20,000.00	19,575.00	2.1
51-37-16 WATER CONNECTION FEE	1,380.00	1,380.00	30,000.00	28,620.00	4.6
51-37-17 PENALTIES	277.07	277.07	5,700.00	5,422.93	4.9
TOTAL OPERATING REVENUES	78,454.23	78,454.23	855,700.00	777,245.77	9.2
<u>INTEREST AND MISC REVENUE</u>					
51-38-10 INTEREST EARNINGS	.00	.00	20,000.00	20,000.00	.0
TOTAL INTEREST AND MISC REVENUE	.00	.00	20,000.00	20,000.00	.0
<u>TRANSFERS AND CONTRIBUTIONS</u>					
51-39-11 UNAPPROPRIATED FUND EQUITY	.00	.00	525,000.00	525,000.00	.0
TOTAL TRANSFERS AND CONTRIBUTIONS	.00	.00	525,000.00	525,000.00	.0
TOTAL FUND REVENUE	78,454.23	78,454.23	1,400,700.00	1,322,245.77	5.6

ALPINE CITY CORPORATION
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 1 MONTHS ENDING JULY 31, 2023

WATER FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>WATER EXPENDITURES</u>					
51-80-11 SALARIES & WAGES	12,253.59	12,253.59	155,600.00	143,346.41	7.9
51-80-13 EMPLOYEE BENEFITS	7,798.21	7,798.21	98,300.00	90,501.79	7.9
51-80-14 OVERTIME WAGES	603.84	603.84	9,000.00	8,396.16	6.7
51-80-15 ON CALL WAGES	444.43	444.43	6,900.00	6,455.57	6.4
51-80-21 BOOKS, SUBSCRIPTIONS & MEMBERS	.00	.00	2,500.00	2,500.00	.0
51-80-23 TRAVEL	.00	.00	3,000.00	3,000.00	.0
51-80-24 OFFICE SUPPLIES & POS	4,893.19	4,893.19	20,000.00	15,106.81	24.5
51-80-25 EQUIPMENT-SUPPLIES & MAINTENAN	2,514.33	2,514.33	21,000.00	18,485.67	12.0
51-80-26 BUILDING AND GROUNDS SUPPLIES	495.00	495.00	50,000.00	49,505.00	1.0
51-80-27 UTILITIES	3,486.35	3,486.35	35,000.00	31,513.65	10.0
51-80-28 TELEPHONE	297.58	297.58	2,500.00	2,202.42	11.9
51-80-31 PROFESSIONAL & TECHNICAL SERVI	.00	.00	25,000.00	25,000.00	.0
51-80-33 EDUCATION	.00	.00	1,000.00	1,000.00	.0
51-80-34 TECHNOLOGY UPDATE	.00	.00	10,000.00	10,000.00	.0
51-80-35 DEPRECIATION EXPENSE	.00	.00	255,000.00	255,000.00	.0
51-80-51 INSURANCE AND SURETY BONDS	9,355.24	9,355.24	10,900.00	1,544.76	85.8
51-80-62 MISCELLANEOUS SERVICES	.00	.00	38,000.00	38,000.00	.0
51-80-63 OTHER EXPENSES	946.04	946.04	35,000.00	34,053.96	2.7
51-80-72 CAPITAL OUTLAY - BUILDINGS	.00	.00	5,000.00	5,000.00	.0
51-80-73 CAPITOL OUTLAY - IMPROVEMENTS	.00	.00	560,000.00	560,000.00	.0
51-80-74 CAPITAL OUTLAY - EQUIPMENT	1,500.00	1,500.00	57,000.00	55,500.00	2.6
TOTAL WATER EXPENDITURES	44,587.80	44,587.80	1,400,700.00	1,356,112.20	3.2
TOTAL FUND EXPENDITURES	44,587.80	44,587.80	1,400,700.00	1,356,112.20	3.2
NET REVENUE OVER EXPENDITURES	33,866.43	33,866.43	.00	(33,866.43)	.0

ALPINE CITY CORPORATION

BALANCE SHEET

JULY 31, 2023

SEWER FUND

ASSETS

52-1190	CASH - ALLOCATION TO OTHER FUN	2,871,010.25	
52-1312	SEWER ACCOUNTS RECEIVABLE	87,078.37	
52-1314	ALLOWANCE FOR DOUBTFUL ACCOUNT	(500.00)	
52-1610	DEFERRED OUTFLOWS-PENSIONS	40,161.00	
52-1611	LAND	21,072.00	
52-1621	BUILDING	45,971.00	
52-1622	ALLOWANCE FOR DEPRECIATION-BUI	(42,444.42)	
52-1631	IMPROVEMENTS OTHER THAN BUILDI	8,326,036.27	
52-1632	ALLOWANCE FOR DEPRECIATION-IMP	(3,265,546.66)	
52-1651	MACHINERY AND EQUIPMENT	390,906.59	
52-1652	ALLOWANCE FOR DEPR'N-MACH & EQ	(249,427.51)	
	TOTAL ASSETS		8,224,316.89

LIABILITIES AND EQUITYLIABILITIES

52-2220	WAGES PAYABLE	2,377.00	
52-2230	ST COMPENSATED ABSENCES	24,198.00	
52-2290	NET PENSION LIABILITY	22,337.00	
52-2300	TSSD CLEARING ACCOUNT	134,448.65	
52-2410	DEFERRED INFLOWS-PENSIONS	834.00	
52-2530	LT COMPENSATED ABSENCES	4,414.00	
	TOTAL LIABILITIES		188,608.65

FUND EQUITY

UNAPPROPRIATED FUND BALANCE:			
52-2980	BALANCE BEGINNING OF YEAR	7,983,002.45	
	REVENUE OVER EXPENDITURES - YTD	52,705.79	
	BALANCE - CURRENT DATE		8,035,708.24
	TOTAL FUND EQUITY		8,035,708.24
	TOTAL LIABILITIES AND EQUITY		8,224,316.89

ALPINE CITY CORPORATION
REVENUES WITH COMPARISON TO BUDGET
FOR THE 1 MONTHS ENDING JULY 31, 2023

SEWER FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>OPERATING REVENUES</u>					
52-37-11 SEWER SYSTEM USAGE SALES	85,398.18	85,398.18	1,050,000.00	964,601.82	8.1
52-37-12 OTHER REVENUE	.00	.00	10,000.00	10,000.00	.0
52-37-16 SEWER CONNECTION FEE	125.00	125.00	5,000.00	4,875.00	2.5
TOTAL OPERATING REVENUES	85,523.18	85,523.18	1,065,000.00	979,476.82	8.0
<u>INTEREST AND MISC REVENUE</u>					
52-38-10 INTEREST EARNINGS	.00	.00	10,000.00	10,000.00	.0
TOTAL INTEREST AND MISC REVENUE	.00	.00	10,000.00	10,000.00	.0
<u>TRANSFERS AND CONTRIBUTIONS</u>					
52-39-11 UNAPPROPRIATED FUND EQUITY	.00	.00	155,900.00	155,900.00	.0
TOTAL TRANSFERS AND CONTRIBUTIONS	.00	.00	155,900.00	155,900.00	.0
TOTAL FUND REVENUE	85,523.18	85,523.18	1,230,900.00	1,145,376.82	7.0

ALPINE CITY CORPORATION
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 1 MONTHS ENDING JULY 31, 2023

SEWER FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>SEWER EXPENDITURES</u>					
52-81-11 SALARIES & WAGES	12,253.59	12,253.59	155,600.00	143,346.41	7.9
52-81-13 EMPLOYEE BENEFITS	7,798.17	7,798.17	98,300.00	90,501.83	7.9
52-81-14 OVERTIME WAGES	603.84	603.84	9,000.00	8,396.16	6.7
52-81-15 ON CALL WAGES	444.43	444.43	6,900.00	6,455.57	6.4
52-81-23 TRAVEL	.00	.00	2,750.00	2,750.00	.0
52-81-24 OFFICE SUPPLIES & POSTAGE	450.90	450.90	18,000.00	17,549.10	2.5
52-81-25 EQUIPMENT-SUPPLIES & MAINTENAN	.00	.00	10,000.00	10,000.00	.0
52-81-26 BUILDING AND GROUND SUPPLIES	.00	.00	12,000.00	12,000.00	.0
52-81-27 UTILITIES	38.37	38.37	2,200.00	2,161.63	1.7
52-81-28 TELEPHONE	289.49	289.49	3,900.00	3,610.51	7.4
52-81-31 PROFESSIONAL & TECHNICAL	.00	.00	8,000.00	8,000.00	.0
52-81-34 TECHNOLOGY UPDATE	.00	.00	7,000.00	7,000.00	.0
52-81-35 DEPRECIATION EXPENSE	.00	.00	130,000.00	130,000.00	.0
52-81-51 INSURANCE AND SURETY BONDS	9,355.24	9,355.24	.00	(9,355.24)	.0
52-81-62 TIMPANOGOS SPECIAL SERVICE DIS	.00	.00	598,250.00	598,250.00	.0
52-81-64 OTHER EXPENSES	83.36	83.36	12,000.00	11,916.64	.7
52-81-73 CAPITAL OUTLAY-IMPROVEMENTS	.00	.00	100,000.00	100,000.00	.0
52-81-74 CAPITAL OUTLAY - EQUIPMENT	1,500.00	1,500.00	57,000.00	55,500.00	2.6
TOTAL SEWER EXPENDITURES	32,817.39	32,817.39	1,230,900.00	1,198,082.61	2.7
TOTAL FUND EXPENDITURES	32,817.39	32,817.39	1,230,900.00	1,198,082.61	2.7
NET REVENUE OVER EXPENDITURES	52,705.79	52,705.79	.00	(52,705.79)	.0

ALPINE CITY CORPORATION

BALANCE SHEET

JULY 31, 2023

PRESSURIZED IRRIGATION FUND

ASSETS

55-1190	CASH - ALLOCATION TO OTHER FUN	950,709.27	
55-1282	2020 BOND FUND 0352420	1,588.73	
55-1311	ACCOUNTS RECEIVABLE	132,700.06	
55-1314	ALLOWANCE FOR DOUBTFUL ACCOUNT	1,026.41	
55-1610	DEFERRED OUTFLOWS-PENSIONS	27,685.00	
55-1631	PRESSURIZED IRRIGATION SYSTEM	15,962,617.56	
55-1632	ACCUMULATION DEPRECIATION-IMPR	(4,438,399.50)	
55-1633	CONSTRUCTION IN PROGRESS	.70	
55-1651	MACHINERY AND EQUIPMENT	368,294.13	
55-1652	ALLOWANCE FOR DEPR'N-MACH & EQ	(233,174.27)	
55-1910	DEFERED AMOUNT ON REFUNDING	106,486.02	
	TOTAL ASSETS		12,879,534.11

LIABILITIES AND EQUITYLIABILITIES

55-2141	ACCRUED INTEREST PAYABLE	4,203.00	
55-2220	WAGES PAYABLE	2,011.00	
55-2230	ST COMPENSATED ABSENCES	5,344.53	
55-2290	NET PENSION LIABILITY	15,399.00	
55-2410	DEFERRED INFLOWS-PENSIONS	575.00	
55-2511	CURRENT PORTION OF BONDS	347,000.00	
55-2532	BOND - 2020 WATER REFUNDING	2,181,000.00	
55-2540	LT COMPENSATED ABSENCES	66.00	
	TOTAL LIABILITIES		2,555,598.53

FUND EQUITY

UNAPPROPRIATED FUND BALANCE:			
55-2970	CONTRA ACCOUNT IMPACT FEES 85	171,000.00	
55-2980	BALANCE BEGINNING OF YEAR	10,051,414.73	
	REVENUE OVER EXPENDITURES - YTD	101,520.85	
	BALANCE - CURRENT DATE		10,323,935.58
	TOTAL FUND EQUITY		10,323,935.58
	TOTAL LIABILITIES AND EQUITY		12,879,534.11

ALPINE CITY CORPORATION
REVENUES WITH COMPARISON TO BUDGET
FOR THE 1 MONTHS ENDING JULY 31, 2023

PRESSURIZED IRRIGATION FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>OPERATING REVENUES</u>					
55-37-11	134,836.36	134,836.36	975,000.00	840,163.64	13.8
55-37-12	.00	.00	1,000.00	1,000.00	.0
55-37-16	3,153.06	3,153.06	40,000.00	36,846.94	7.9
	<u>137,989.42</u>	<u>137,989.42</u>	<u>1,016,000.00</u>	<u>878,010.58</u>	<u>13.6</u>
<u>INTEREST AND MISC REVENUE</u>					
55-38-10	.00	.00	10,000.00	10,000.00	.0
	<u>.00</u>	<u>.00</u>	<u>10,000.00</u>	<u>10,000.00</u>	<u>.0</u>
<u>TRANSFERS AND CONTRIBUTIONS</u>					
55-39-11	.00	.00	474,504.00	474,504.00	.0
	<u>.00</u>	<u>.00</u>	<u>474,504.00</u>	<u>474,504.00</u>	<u>.0</u>
	<u>137,989.42</u>	<u>137,989.42</u>	<u>1,500,504.00</u>	<u>1,362,514.58</u>	<u>9.2</u>

ALPINE CITY CORPORATION
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 1 MONTHS ENDING JULY 31, 2023

PRESSURIZED IRRIGATION FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>EXPENDITURES</u>					
55-40-11 SALARIES & WAGES, ADMINISTRATI	10,293.94	10,293.94	132,700.00	122,406.06	7.8
55-40-13 EMPLOYEE BENEFITS	6,744.71	6,744.71	86,100.00	79,355.29	7.8
55-40-14 OVERTIME WAGES	603.84	603.84	9,000.00	8,396.16	6.7
55-40-15 ON CALL WAGES	444.43	444.43	5,000.00	4,555.57	8.9
55-40-23 TRAVEL	.00	.00	1,200.00	1,200.00	.0
55-40-25 EQUIPMENT - SUPPLIES & MAINTEN	5,247.50	5,247.50	58,000.00	52,752.50	9.1
55-40-26 BUILDING & GROUNDS SUPPLIES	.00	.00	25,000.00	25,000.00	.0
55-40-27 UTILITIES	1,280.57	1,280.57	185,000.00	183,719.43	.7
55-40-28 TELEPHONE	258.95	258.95	3,500.00	3,241.05	7.4
55-40-29 OFFICE SUPPLIES & POSTAGE	624.77	624.77	12,000.00	11,375.23	5.2
55-40-31 PROFESSIONAL & TECHNICAL SERVI	.00	.00	5,000.00	5,000.00	.0
55-40-32 ENGINEER SERVICES	.00	.00	10,000.00	10,000.00	.0
55-40-33 TECHNOLOGY UPDATE	.00	.00	7,500.00	7,500.00	.0
55-40-35 DEPRECIATION EXPENSE	.00	.00	223,704.00	223,704.00	.0
55-40-51 INSURANCE & SURETY BONDS	9,355.24	9,355.24	12,000.00	2,644.76	78.0
55-40-62 MISCELLANEOUS SERVICES	.00	.00	33,000.00	33,000.00	.0
55-40-63 OTHER EXPENSES	114.62	114.62	10,000.00	9,885.38	1.2
55-40-73 CAPITAL OUTLAY	.00	.00	233,000.00	233,000.00	.0
55-40-74 CAPITAL OUTLAY - EQUIPMENT	1,500.00	1,500.00	6,600.00	5,100.00	22.7
55-40-83 BOND PRINCIPAL #8938222	.00	.00	267,200.00	267,200.00	.0
55-40-88 CUP O M	.00	.00	175,000.00	175,000.00	.0
TOTAL EXPENDITURES	36,468.57	36,468.57	1,500,504.00	1,464,035.43	2.4
TOTAL FUND EXPENDITURES	36,468.57	36,468.57	1,500,504.00	1,464,035.43	2.4
NET REVENUE OVER EXPENDITURES	101,520.85	101,520.85	.00	(101,520.85)	.0

ALPINE CITY CORPORATION

BALANCE SHEET

JULY 31, 2023

STORM DRAIN FUND

ASSETS

56-1190	CASH - ALLOCATION TO OTHER FUN	826,629.46	
56-1313	STORM DRAIN ACCTS RECEIVABLE	15,091.16	
56-1314	ALLOWANCE FOR DOUBTFUL ACCOUNT	(385.99)	
56-1610	DEFERRED OUTFLOWS-PENSIONS	10,808.00	
56-1611	LAND	216,055.23	
56-1631	STORM DRAIN IMPROVEMENTS	7,128,263.36	
56-1632	ALLOWANCE FOR DEPRECIATION	(1,748,142.80)	
	TOTAL ASSETS		6,448,318.42

LIABILITIES AND EQUITYLIABILITIES

56-2220	WAGES PAYABLE	807.00	
56-2230	ST COMPENSATED ABSENCES	10,732.00	
56-2290	NET PENSION LIABILITY	6,012.00	
56-2410	DEFERRED INFLOWS-PENSIONS	224.00	
56-2530	LT COMPENSATED ABSENCES	566.00	
	TOTAL LIABILITIES		18,341.00

FUND EQUITY

	UNAPPROPRIATED FUND BALANCE:		
56-2920	CONTRA IMPACT FEE	195,975.13	
56-2980	BALANCE BEGINNING OF YEAR	6,238,620.72	
	REVENUE OVER EXPENDITURES - YTD	(4,618.43)	
	BALANCE - CURRENT DATE	6,429,977.42	
	TOTAL FUND EQUITY		6,429,977.42
	TOTAL LIABILITIES AND EQUITY		6,448,318.42

ALPINE CITY CORPORATION
REVENUES WITH COMPARISON TO BUDGET
FOR THE 1 MONTHS ENDING JULY 31, 2023

STORM DRAIN FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>OPERATING REVENUES</u>					
56-37-11 STORM DRAIN REVENUE	15,788.19	15,788.19	200,000.00	184,211.81	7.9
56-37-12 OTHER REVENUE	.00	.00	1,000.00	1,000.00	.0
56-37-13 SWPP FEE	300.00	300.00	14,000.00	13,700.00	2.1
TOTAL OPERATING REVENUES	16,088.19	16,088.19	215,000.00	198,911.81	7.5
<u>INTEREST AND MISC REVENUE</u>					
56-38-10 INTEREST EARNINGS	.00	.00	6,000.00	6,000.00	.0
TOTAL INTEREST AND MISC REVENUE	.00	.00	6,000.00	6,000.00	.0
<u>SOURCE 39</u>					
56-39-12 UNAPPROPRIATED FUND EQUITY	.00	.00	86,750.00	86,750.00	.0
TOTAL SOURCE 39	.00	.00	86,750.00	86,750.00	.0
TOTAL FUND REVENUE	16,088.19	16,088.19	307,750.00	291,661.81	5.2

ALPINE CITY CORPORATION
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 1 MONTHS ENDING JULY 31, 2023

STORM DRAIN FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>EXPENDITURES</u>					
56-40-11 SALARIES & WAGES, ADMINISTRATI	4,431.60	4,431.60	53,800.00	49,368.40	8.2
56-40-13 EMPLOYEE BENEFITS	2,816.25	2,816.25	33,300.00	30,483.75	8.5
56-40-14 OVERTIME WAGES	.00	.00	1,000.00	1,000.00	.0
56-40-20 PLANNING	.00	.00	500.00	500.00	.0
56-40-21 BOOKS, SUBSCRIPTIONS & MEMBERS	.00	.00	4,000.00	4,000.00	.0
56-40-23 TRAVEL	.00	.00	650.00	650.00	.0
56-40-24 OFFICE SUPPLIES & POSTAGE	.00	.00	500.00	500.00	.0
56-40-26 BUILDING & GROUND SUPPLIES	.00	.00	4,500.00	4,500.00	.0
56-40-27 STORM DRAIN UTILITIES	45.27	45.27	.00	(45.27)	.0
56-40-34 TECHNOLOGY UPDATE	.00	.00	5,500.00	5,500.00	.0
56-40-35 DEPRECIATION EXPENSE	.00	.00	83,500.00	83,500.00	.0
56-40-51 INSURANCE	9,355.14	9,355.14	10,500.00	1,144.86	89.1
56-40-62 MISCELLANEOUS SERVICES	83.36	83.36	10,000.00	9,916.64	.8
56-40-73 CAPITAL OUTLAY	3,975.00	3,975.00	100,000.00	96,025.00	4.0
TOTAL EXPENDITURES	20,706.62	20,706.62	307,750.00	287,043.38	6.7
TOTAL FUND EXPENDITURES	20,706.62	20,706.62	307,750.00	287,043.38	6.7
NET REVENUE OVER EXPENDITURES	(4,618.43)	(4,618.43)	.00	4,618.43	.0

ALPINE CITY CORPORATION
BALANCE SHEET
JULY 31, 2023

TRUST AND AGENCY FUND

ASSETS

70-1190 CASH - ALLOCATION TO OTHER FUN

953,415.35

TOTAL ASSETS

953,415.35

LIABILITIES AND EQUITY

ALPINE CITY CORPORATION

BALANCE SHEET

JULY 31, 2023

TRUST AND AGENCY FUND

LIABILITIES

70-2300	BOND FOR BECK PINES PLAT A	4,167.30	
70-2301	CHERRYPOINT ROAD PRESERVATION	14,513.70	
70-2302	BOND FOR BECK PINES PLAT C	3,715.54	
70-2305	ALPINE FITNEES BOND	13,882.00	
70-2310	BOND FOR HERITAGE HILLS	10,800.00	
70-2311	ESCROW BOND BATEMAN LANE	143,739.20	
70-2332	BROOKSIDE CT 3 FALLS SEALCOAT	3,000.00	
70-2333	RIDGE@ALPINE PHASE 5 SEALCOAT	22,860.75	
70-2334	LAYTON SUBDIVISION SEALCOAT	7,400.00	
70-2345	ALPINE RIDGE PHASE 5 OAK VIEW	21,742.50	
70-2350	RIDGE@ALPINE PHASE 4 PARK IMP	90,000.00	
70-2373	ALPINE VIEW ESTATES	3,509.00	
70-2401	BROOKSIDE MEADOWS ROAD FUND	13,275.00	
70-2422	CASH BOND TERRY PEARCE SITE	1,007.20	
70-2425	ESCROW BOND 1095 E WATKINS LN	880.00	
70-2430	ESCROW RIDGE DRIVE SIDEWALK	1,323.00	
70-2432	ESCROW 648 N PATTERSON LN C&G	2,400.00	
70-2445	CASH BOND FOR NORTH GROVE DR	11,866.20	
70-2446	BOND FOR BURGESS PL SIDEWALK	400.00	
70-2449	RED DEER CONSTRUCTION	6,312.00	
70-2450	PERRY/APPLE CREEK ACRES	84.00	
70-2451	ALPINE ACRES PLAT C C&G	2,240.00	
70-2453	CARL PACK STREET ESCROW	12,279.17	
70-2454	JOANN PACK STREET ESCROW	12,198.38	
70-2455	WAYNE PACK STREET ESCROW	12,198.38	
70-2456	LORRAINE WALZ STREET ESCROW	13,727.00	
70-2457	JONES SITE PLAN 253 N 200 E	547.00	
70-2458	VINTAGE PLACE B	845.00	
70-2462	MONTELLA SUBDIVISION	175,800.34	
70-2465	PEARCE (TERRY) PEARCE PLAT A	42,378.75	
70-2470	SILVERHAWK BOND	5,000.00	
70-2471	SUMMIT POINT RECLAM BOND	3,955.00	
70-2500	RIDGE AT ALPINE COVE NORTH	26,881.71	
70-2501	RIDGE AT ALPINE COVE SOUTH	42,949.91	
70-2502	THE RIDGE AT ALPINE PHASE II	3,684.00	
70-2503	THE RIDGE AT ALPINE PHASE IV	60,727.16	
70-2538	WILLIS BECKSTEAD - WATER MAIN	280.61	
70-2544	DON ROGERS - FORT CANYON	1,291.31	
70-2545	DON ROGERS - FORT CANYON	12,918.62	
70-2572	BOND FOR JAMES MOYLE	3,010.00	
70-2579	BOND FOR RED PINE DRIVE	2,995.00	
70-2585	VEIN TOWLE BARN BOND	24,033.15	
70-2586	BOND FOR DAVID PEIRCE 600 S	904.00	
70-2591	BOND FOR RIVER MEADOWS OFC PK	4,012.50	
70-2599	BOND FOR 300 NORTH EXTENTION	10,586.00	
	TOTAL LIABILITIES		852,320.38
	<u>FUND EQUITY</u>		
70-2637	THREE FALLS FLOCK CAMERAS	5,700.00	
70-2638	REGAN PACK SIDEWALK BOND	2,852.00	

ALPINE CITY CORPORATION
BALANCE SHEET
JULY 31, 2023

TRUST AND AGENCY FUND

UNAPPROPRIATED FUND BALANCE:			
70-2980	BALANCE BEGINNING OF YEAR	90,931.97	
70-2984	JECCO FARM ROAD IMPROVEMENTS	<u>1,611.00</u>	
	BALANCE - CURRENT DATE		<u>92,542.97</u>
	TOTAL FUND EQUITY		<u>101,094.97</u>
	TOTAL LIABILITIES AND EQUITY		<u><u>953,415.35</u></u>

ALPINE CITY CORPORATION
 REVENUES WITH COMPARISON TO BUDGET
 FOR THE 1 MONTHS ENDING JULY 31, 2023

TRUST AND AGENCY FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>INTEREST AND MISC REVENUE</u>					
70-38-10 INTEREST REVENUE	.00	.00	1,000.00	1,000.00	.0
TOTAL INTEREST AND MISC REVENUE	.00	.00	1,000.00	1,000.00	.0
TOTAL FUND REVENUE	.00	.00	1,000.00	1,000.00	.0

ALPINE CITY CORPORATION
 EXPENDITURES WITH COMPARISON TO BUDGET
 FOR THE 1 MONTHS ENDING JULY 31, 2023

TRUST AND AGENCY FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>EXPENDITURES</u>					
70-40-63 INTEREST PAID ON RETURNED BOND	.00	.00	1,000.00	1,000.00	.0
TOTAL EXPENDITURES	.00	.00	1,000.00	1,000.00	.0
TOTAL FUND EXPENDITURES	.00	.00	1,000.00	1,000.00	.0
NET REVENUE OVER EXPENDITURES	.00	.00	.00	.00	.0

ALPINE CITY CORPORATION
BALANCE SHEET
JULY 31, 2023

CEMETERY PERPETUAL CARE FUND

<u>ASSETS</u>			
71-1190	CASH - ALLOCATION TO OTHER FUN		745,970.49
	TOTAL ASSETS		745,970.49
<u>LIABILITIES AND EQUITY</u>			
<u>FUND EQUITY</u>			
UNAPPROPRIATED FUND BALANCE:			
71-2980	BALANCE BEGINNING OF YEAR	745,970.49	
	BALANCE - CURRENT DATE	745,970.49	
	TOTAL FUND EQUITY		745,970.49
	TOTAL LIABILITIES AND EQUITY		745,970.49

ALPINE CITY CORPORATION
REVENUES WITH COMPARISON TO BUDGET
FOR THE 1 MONTHS ENDING JULY 31, 2023

CEMETERY PERPETUAL CARE FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>INTERGOVERNMENTAL REVENUE</u>					
71-33-56 CEMETERY LOT PAYMENTS	.00	.00	20,000.00	20,000.00	.0
71-33-58 UPRIGHT MONUMENT	.00	.00	2,500.00	2,500.00	.0
TOTAL INTERGOVERNMENTAL REVENUE	.00	.00	22,500.00	22,500.00	.0
<u>INTEREST AND MISC REVENUE</u>					
71-38-10 INTEREST REVENUE	.00	.00	1,500.00	1,500.00	.0
TOTAL INTEREST AND MISC REVENUE	.00	.00	1,500.00	1,500.00	.0
<u>TRANSFERS AND CONTRIBUTIONS</u>					
71-39-10 FUND SURPLUS	.00	.00	146,000.00	146,000.00	.0
TOTAL TRANSFERS AND CONTRIBUTIONS	.00	.00	146,000.00	146,000.00	.0
TOTAL FUND REVENUE	.00	.00	170,000.00	170,000.00	.0

ALPINE CITY CORPORATION
 EXPENDITURES WITH COMPARISON TO BUDGET
 FOR THE 1 MONTHS ENDING JULY 31, 2023

CEMETERY PERPETUAL CARE FUND

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>EXPENDITURES</u>					
71-40-64 OTHER EXPENSES	.00	.00	170,000.00	170,000.00	.0
TOTAL EXPENDITURES	.00	.00	170,000.00	170,000.00	.0
TOTAL FUND EXPENDITURES	.00	.00	170,000.00	170,000.00	.0
NET REVENUE OVER EXPENDITURES	.00	.00	.00	.00	.0

ALPINE CITY CORPORATION
 BALANCE SHEET
 JULY 31, 2023

WATER IMPACT FEES

<u>ASSETS</u>			
81-1190	CASH - ALLOCATION FROM GENERAL		556,812.79
			<u>556,812.79</u>
	TOTAL ASSETS		<u>556,812.79</u>
<u>LIABILITIES AND EQUITY</u>			
<u>FUND EQUITY</u>			
UNAPPROPRIATED FUND BALANCE:			
81-2970	CONTRA ACCOUNT IMPACT FEES 51	(256,039.95)	
81-2980	BALANCE BEGINNING OF YEAR	809,363.77	
	REVENUE OVER EXPENDITURES - YTD	<u>3,488.97</u>	
	BALANCE - CURRENT DATE		556,812.79
			<u>556,812.79</u>
	TOTAL FUND EQUITY		<u>556,812.79</u>
	TOTAL LIABILITIES AND EQUITY		<u>556,812.79</u>

ALPINE CITY CORPORATION
 REVENUES WITH COMPARISON TO BUDGET
 FOR THE 1 MONTHS ENDING JULY 31, 2023

WATER IMPACT FEES

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>OPERATING REVENUES</u>					
81-37-20 WATER IMPACT FEES	3,488.97	3,488.97	135,000.00	131,511.03	2.6
TOTAL OPERATING REVENUES	3,488.97	3,488.97	135,000.00	131,511.03	2.6
TOTAL FUND REVENUE	3,488.97	3,488.97	135,000.00	131,511.03	2.6

ALPINE CITY CORPORATION
 EXPENDITURES WITH COMPARISON TO BUDGET
 FOR THE 1 MONTHS ENDING JULY 31, 2023

WATER IMPACT FEES

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>IMPACT FEE PROJECTS</u>					
81-80-70 CAPITAL OUTLAY - IMPACT FEE	.00	.00	135,000.00	135,000.00	.0
TOTAL IMPACT FEE PROJECTS	.00	.00	135,000.00	135,000.00	.0
TOTAL FUND EXPENDITURES	.00	.00	135,000.00	135,000.00	.0
NET REVENUE OVER EXPENDITURES	3,488.97	3,488.97	.00	(3,488.97)	.0

ALPINE CITY CORPORATION
BALANCE SHEET
JULY 31, 2023

SEWER IMPACT FEES

<u>ASSETS</u>			
82-1190	CASH - ALLOCATION FROM GENERAL	153,119.72	
	TOTAL ASSETS		153,119.72
<u>LIABILITIES AND EQUITY</u>			
<u>FUND EQUITY</u>			
UNAPPROPRIATED FUND BALANCE:			
82-2980	BALANCE BEGINNING OF YEAR	152,627.06	
	REVENUE OVER EXPENDITURES - YTD	492.66	
	BALANCE - CURRENT DATE	153,119.72	
	TOTAL FUND EQUITY		153,119.72
	TOTAL LIABILITIES AND EQUITY		153,119.72

ALPINE CITY CORPORATION
 REVENUES WITH COMPARISON TO BUDGET
 FOR THE 1 MONTHS ENDING JULY 31, 2023

SEWER IMPACT FEES

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>OPERATING REVENUES</u>					
82-37-20 SEWER IMPACT FEES	492.66	492.66	25,000.00	24,507.34	2.0
TOTAL OPERATING REVENUES	492.66	492.66	25,000.00	24,507.34	2.0
TOTAL FUND REVENUE	492.66	492.66	25,000.00	24,507.34	2.0

ALPINE CITY CORPORATION
 EXPENDITURES WITH COMPARISON TO BUDGET
 FOR THE 1 MONTHS ENDING JULY 31, 2023

SEWER IMPACT FEES

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>IMPACT FEE PROJECTS</u>					
82-80-70 CAPITAL OUTLAY - IMPACT FEE	.00	.00	25,000.00	25,000.00	.0
TOTAL IMPACT FEE PROJECTS	.00	.00	25,000.00	25,000.00	.0
TOTAL FUND EXPENDITURES	.00	.00	25,000.00	25,000.00	.0
NET REVENUE OVER EXPENDITURES	492.66	492.66	.00	(492.66)	.0

ALPINE CITY CORPORATION

BALANCE SHEET

JULY 31, 2023

PI IMPACT FEES

<u>ASSETS</u>			
85-1190	CASH - ALLOCATION FROM GENERAL		417,431.47
	TOTAL ASSETS		417,431.47
<u>LIABILITIES AND EQUITY</u>			
<u>FUND EQUITY</u>			
UNAPPROPRIATED FUND BALANCE:			
85-2970	CONTRA ACCOUNT IMPACT FEES 55	(171,000.00)	
85-2980	BALANCE BEGINNING OF YEAR	582,475.83	
	REVENUE OVER EXPENDITURES - YTD	5,955.64	
	BALANCE - CURRENT DATE		417,431.47
	TOTAL FUND EQUITY		417,431.47
	TOTAL LIABILITIES AND EQUITY		417,431.47

ALPINE CITY CORPORATION
REVENUES WITH COMPARISON TO BUDGET
FOR THE 1 MONTHS ENDING JULY 31, 2023

PI IMPACT FEES

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEARNED	PCNT
<u>OPERATING REVENUES</u>					
85-37-20 PI IMPACT FEES	6,722.63	6,722.63	116,000.00	109,277.37	5.8
TOTAL OPERATING REVENUES	6,722.63	6,722.63	116,000.00	109,277.37	5.8
<u>INTEREST AND MISC REVENUE</u>					
85-38-10 INTEREST EARNINGS	.00	.00	1,500.00	1,500.00	.0
TOTAL INTEREST AND MISC REVENUE	.00	.00	1,500.00	1,500.00	.0
<u>TRANSFERS AND CONTRIBUTIONS</u>					
85-39-10 FUND BALANCE APPROPRIATION	.00	.00	110,000.00	110,000.00	.0
TOTAL TRANSFERS AND CONTRIBUTIONS	.00	.00	110,000.00	110,000.00	.0
TOTAL FUND REVENUE	6,722.63	6,722.63	227,500.00	220,777.37	3.0

ALPINE CITY CORPORATION
EXPENDITURES WITH COMPARISON TO BUDGET
FOR THE 1 MONTHS ENDING JULY 31, 2023

PI IMPACT FEES

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>EXPENDITURES</u>					
85-40-45 PROJECTS	766.99	766.99	91,000.00	90,233.01	.8
85-40-86 BOND PRINCIPAL #0352418	.00	.00	111,500.00	111,500.00	.0
TOTAL EXPENDITURES	766.99	766.99	202,500.00	201,733.01	.4
<u>IMPACT FEE PROJECTS</u>					
85-80-70 CAPITAL OUTLAY - IMPACT FEE	.00	.00	25,000.00	25,000.00	.0
TOTAL IMPACT FEE PROJECTS	.00	.00	25,000.00	25,000.00	.0
TOTAL FUND EXPENDITURES	766.99	766.99	227,500.00	226,733.01	.3
NET REVENUE OVER EXPENDITURES	5,955.64	5,955.64	.00	(5,955.64)	.0

ALPINE CITY CORPORATION
 BALANCE SHEET
 JULY 31, 2023

STORM DRAIN IMPACT FEES

<u>ASSETS</u>			
86-1190	CASH - ALLOCATION FROM GENERAL		196,359.94
	TOTAL ASSETS		196,359.94
<u>LIABILITIES AND EQUITY</u>			
<u>FUND EQUITY</u>			
UNAPPROPRIATED FUND BALANCE:			
86-2920	CONTRA IMPACT FEE	(195,975.13)	
86-2980	BALANCE BEGINNING OF YEAR	392,335.07	
	BALANCE - CURRENT DATE		196,359.94
	TOTAL FUND EQUITY		196,359.94
	TOTAL LIABILITIES AND EQUITY		196,359.94

ALPINE CITY CORPORATION
 REVENUES WITH COMPARISON TO BUDGET
 FOR THE 1 MONTHS ENDING JULY 31, 2023

STORM DRAIN IMPACT FEES

	<u>PERIOD ACTUAL</u>	<u>YTD ACTUAL</u>	<u>BUDGET</u>	<u>UNEARNED</u>	<u>PCNT</u>
<u>OPERATING REVENUES</u>					
86-37-20 STORM DRAIN IMPACT FEES	.00	.00	25,000.00	25,000.00	.0
TOTAL OPERATING REVENUES	.00	.00	25,000.00	25,000.00	.0
TOTAL FUND REVENUE	.00	.00	25,000.00	25,000.00	.0

ALPINE CITY CORPORATION
 EXPENDITURES WITH COMPARISON TO BUDGET
 FOR THE 1 MONTHS ENDING JULY 31, 2023

STORM DRAIN IMPACT FEES

	PERIOD ACTUAL	YTD ACTUAL	BUDGET	UNEXPENDED	PCNT
<u>IMPACT FEE PROJECTS</u>					
86-80-70 CAPITAL OUTLAY - IMPACT FEE	.00	.00	25,000.00	25,000.00	.0
TOTAL IMPACT FEE PROJECTS	.00	.00	25,000.00	25,000.00	.0
TOTAL FUND EXPENDITURES	.00	.00	25,000.00	25,000.00	.0
NET REVENUE OVER EXPENDITURES	.00	.00	.00	.00	.0

ALPINE CITY CORPORATION

BALANCE SHEET

JULY 31, 2023

FUND 91

ASSETS

91-1611	LAND	22,775,043.75	
91-1621	BUILDINGS	2,073,070.97	
91-1631	IMPROVEMENTS OTHER THAN BUILDI	40,837,933.97	
91-1651	MACHINERY AND EQUIPMENT	1,611,047.34	
91-1690	ACCUMULATED DEPRECIATION	(25,497,336.23)	
	TOTAL ASSETS		<u>41,799,759.80</u>

LIABILITIES AND EQUITYFUND EQUITY

UNAPPROPRIATED FUND BALANCE:			
91-2980	BEGINNING OF YEAR	38,150,052.63	
91-2985	ADDITIONS - CURRENT YEAR	3,649,707.17	
	BALANCE - CURRENT DATE	41,799,759.80	
	TOTAL FUND EQUITY		<u>41,799,759.80</u>
	TOTAL LIABILITIES AND EQUITY		<u>41,799,759.80</u>

ALPINE CITY CORPORATION
BALANCE SHEET
JULY 31, 2023

GENERAL LONG-TERM DEBT

<u>ASSETS</u>			
95-1610	DEFERRED OUTFLOW PENSION	138,270.00	
95-1611	AMOUNT TO BE PROVIDED-GEN FUND	(32,864.92)	
	TOTAL ASSETS		105,405.08
<u>LIABILITIES AND EQUITY</u>			
<u>LIABILITIES</u>			
95-2090	SWEeper LEASE	.01	
95-2290	NET PENSION LIABILITY	76,906.00	
95-2410	DEFERRED INFLOWS PENSION	2,871.00	
	TOTAL LIABILITIES		79,777.01
<u>FUND EQUITY</u>			
UNAPPROPRIATED FUND BALANCE:			
95-2940	ACC COMP ABSENCES-CURRENT	105,205.35	
95-2950	ACC COMP ABSENCES	11,112.72	
95-2999	EQUITY	(90,690.00)	
	BALANCE - CURRENT DATE	25,628.07	
	TOTAL FUND EQUITY		25,628.07
	TOTAL LIABILITIES AND EQUITY		105,405.08

ALPINE CITY PLANNING COMMISSION AGENDA

SUBJECT: Rezone of Lot Parcel #11:048:0015 to TR-10,000.

FOR CONSIDERATION ON: August 15th, 2023

PETITIONER: Ben and Jonna Blank

ACTION REQUESTED BY PETITIONER: Recommend Approval of a rezoning request from CR-20,000 and TR-10,000 to solely TR-10,000.

Review Type: Legislative

SUMMARY:

A rezone request has been submitted for a lot located on Patterson Drive parcel number 11: 048:0015. This lot currently has two separate zoning designations of CR-20,000 and TR-10,000. The owners are requesting the entire parcel to be zoned as TR-10,000. Their intent is to construct a single-family dwelling. Currently, there is only a barn/shed on this lot.

This lot is currently 9,000 square feet or .20 of an acre in size which is smaller than the required 10,000 square feet for a lot in this zone. However, according to the Utah County Recorder's office, it appears that this parcel was created prior to the current city code being adopted in 1976 requiring the minimum lot size of 10,000 square feet making it legal at the time it was created. If a residential dwelling can meet current code requirements excluding lot size and frontage, Alpine considers this lot to be legally nonconforming based on the date it was created.

STAFF RECOMMENDATION:

Because this is a legislative decision the standards for approval or denial are that the proposed code amendment should be compatible with the standards found in the general plan as well as the current city code and policies. A recommendation should be made to the City Council for approval or denial based on those criteria.

If these standards can be met staff would recommend approving the zone change to have the entire lot under one designation to remove any confusion regarding zoning standards. Setbacks and lot sizes for most of the homes on this street are similar to those in the TR-10,000 zone.

SAMPLE MOTION TO APPROVE

I move to approve the zone change request for the lot at 663 Patterson Drive to the TR-10,000.

SAMPLE MOTION TO APPROVE WITH CONDITIONS

I move to approve the zone change request for the lot at 663 Patterson Drive to the TR-10,000 as proposed with the following conditions:

****INSERT FINDINGS****

MOTION TO TABLE/Deny

I move to table/deny the zone change request for the lot at 663 Patterson Drive to the TR-10,000 based on the following:

****INSERT FINDINGS****



**ALPINE CITY
STAFF REPORT**
August 15th, 2023

To: Alpine City Planning Commission

From: Staff

Prepared By: Ryan Robinson, Assistant City Administrator/Planner
Jed Muhlestein, City Engineer
Engineering & Public Works Department

Re: **Zone Change Request at 663 Patterson Drive to TR-10,000.**

Applicant: Ben & Joanna Blank

Project Location: Parcel 11:048:0015 663 Patterson Drive

Zoning: CR-20,000 & TR-10,000 to TR-10,000

Acreage: .20 of an acre or roughly 9,000 square feet.

Request: Recommendation of approval of zone change request.

Review Type: Legislative

BACKGROUND

A rezone request has been submitted for a lot located on Patterson Drive parcel number 11:048:0015. This lot currently has two separate zoning designations of CR-20,000 and TR-10,000. The property owners are requesting the entire parcel to be zoned as TR-10,000. Their intent is to construct a single-family dwelling. Currently, there is only a barn/shed on this lot.

Noticing

Notice has been properly issued in the manner outlined in City and State Code. A public hearing will be held tonight August 15th, 2023 as part of the Planning Commission review of this item.

ANALYSIS

Lot Width, Area, and Shape

This lot is currently 9,000 square feet or .20 of an acre in size which is smaller than the required 10,000 square feet for a lot in this zone. However, according to the Utah County Recorder's office, it appears that this parcel was created prior to the current city code being adopted requiring the minimum lot size of 10,000 square feet making it legal at the time it was created. If a residential dwelling can meet current code requirements excluding lot size and frontage, Alpine considers this lot to be legally nonconforming based on the date it was created.

Use

The proposed use is that the lots be used for single-unit detached dwellings which is a permitted use for the TR-10,000 zone.

Trails

There are no designated trails according to the Alpine City Trails Map that would be impacted by these lots.

General Plan

Land zoned as TR-10,000 (Town Residential – 10,000 square foot minimum lot size) shall include the area generally located within the originally settled town center of Alpine that is considered appropriate for higher-density residential development.

-Alpine General Plan Pg. 7

Land zoned as CR-20,000 (Country Residential – 20,000 square foot minimum lot size) shall include but is not exclusive to, traditional agricultural land and land located at a lower elevation that is considered appropriate for medium-density residential development. These areas should provide for the perpetuation of the rural and open space image of the city.

-Alpine General Plan Pg. 7

City Code

[Alpine City Code CR-20,000](#)

[Alpine City Code TR-10,000](#)

The primary differences in the zoning designations excluding lot sizes are the setbacks. With the following differences.

CR-20,00: Front= 30' Sides= added together =30' with a minimum of 12' Rear=30'

TR-10,000: Front = 30' Sides=added together =22' with a minimum of 10' Rear =20'

The TR-10,000 zone also limits the lot coverage to not be more than 50% of the land area to be covered by buildings or other impervious material.

Other

None

STAFF RECOMMENDATION:

Because this is a legislative decision the standards for approval or denial are that the proposed code amendment should be compatible with the standards found in the general plan as well as the current city code and policies. A recommendation should be made to the City Council for approval or denial based on those criteria.

If these standards can be met staff would recommend approving the zone change to have the entire lot under one designation to remove any confusion regarding zoning standards. Setbacks and lot sizes for most of the homes on this street are similar to those in the TR-10,000 zone.

SAMPLE MOTION TO APPROVE

I move to approve the zone change request for the lot at 663 Patterson Drive to the TR-10,000.

SAMPLE MOTION TO APPROVE WITH CONDITIONS

I move to approve the zone change request for the lot at 663 Patterson Drive to the TR-10,000 as proposed with the following conditions:

****INSERT FINDINGS****

MOTION TO TABLE/Deny

I move to table/deny the zone change request for the lot at 663 Patterson Drive to the TR-10,000 based on the following:

****INSERT FINDINGS****



Blue = TR-10,000 Zone
Yellow= CR-20,000 Zone



Property Location

ALPINE CITY COUNCIL AGENDA

SUBJECT: Shooting Gallery- Conditional Use Permit

FOR CONSIDERATION ON: August 22nd, 2023

PETITIONER: Greg Winder, Builder

ACTION REQUESTED BY PETITIONER: Approval of a Conditional Use Permit for a Shooting Gallery.

Review Type: Administrative

BACKGROUND INFORMATION:

Greg Winder on behalf of Tyler and Mckendra Berry has requested a conditional use permit for a shooting gallery for a new home to be built on the lot located at 19 N Long Drive. This lot is zoned CR-20,000 which lists a shooting gallery as a conditional use. A review of the submitted plan shows the following:

- The gallery is within the setback requirements for the home 12' from the side and 30' from the front and rear.
- The gallery is located in the basement with a garage directly above.
- Total length will be 42' 10" with the width ranging from 6'2" to 6'6".
- The height from floor to ceiling is 10'.
- The configuration will have shooting directed toward the back of the property.
- The thickness of the walls is at a minimum of 8".

ALPINE CITY CODE

Alpine Development Code 3.23.060 Review Conditions and Criteria for Certain Conditional Uses #5 lists standards that would need to be met for a shooting gallery to be approved. These standards include the following:

1. All shooting galleries shall be located in a facility completely underground, with walls and ceiling of steel, concrete, or other material sufficiently thick to prevent any bullet or arrow from piercing it, and so arranged that there will be no danger from ricocheting or deflected pieces of bullet.
2. Indoor shooting ranges shall be constructed and insulated in such a manner that prevents sound from the discharge of firearms within the facility to exceed a maximum limit of sixty-five (65) dBA at the property line.
3. Targets shall be placed before a backstop of steel or other material sufficiently thick to prevent any bullet or arrow from piercing it, and so arranged that there will be no danger from ricocheting or deflected pieces of bullet.
4. All shooting galleries shall comply with all applicable laws, rules and regulations regarding lead contamination.

Alpine Municipal Code 9.17 Shooting Galleries has additional standards to be met, these include the following:

- It is unlawful for any person, firm or corporation to operate or conduct a shooting gallery of any kind in the city without having obtained a license therefor. (1999 Code)
- Premises used for shooting galleries shall be kept in a clean and sanitary condition. (1999 Code)

- All shooting galleries shall be located in a facility completely underground, with walls and ceiling of steel, concrete or other material sufficiently thick to prevent any bullet or arrow from piercing it, and so arranged that there will be no danger from ricocheting or deflected pieces of bullet. Also, targets shall be placed before a backstop of steel or other material sufficiently thick to prevent any bullet or arrow from piercing it, and so arranged that there will be no danger from ricocheting or deflected pieces of bullet. All shooting galleries shall comply with all applicable laws, rules and regulations regarding lead contamination. (1999 Code)
- All persons present in any shooting gallery shall conduct themselves in an orderly manner and shall not make or cause to be made any loud or unnecessary noise. It is unlawful to gamble or bet in any such place. (1999 Code)

This use also requires a conditional use permit. This allows the conditions to be imposed to mitigate any determinate effects of the proposed use in accordance with standards found in [Alpine Development Code 3.23.030 Conditional Use Standards of Review](#)

STAFF RECOMMENDATION:

Review the above-referenced standards, if the City Council finds this application complies with the conditional use permit should be approved. Staff recommends including all or some of the following conditions along with any the Council finds necessary during this review.

- Submit design plans showing:
 - Safety precautions will be taken to ensure ammunition discharge will be contained within the gallery.
 - Noise reduction practices that will be implemented directing noise away from adjacent properties.
- Hours of operation shall be from 7:00 AM to 10:00 PM
- If the gallery is ever expanded, it will maintain a 12’ distance from all neighboring properties.
- If the gallery is completed after the final inspection of the home, an additional inspection will be done by the city.
- No commercial use of the shooting gallery
- Compliance with all applicable laws and standards.

SAMPLE MOTION TO APPROVE WITH CONDITIONS:

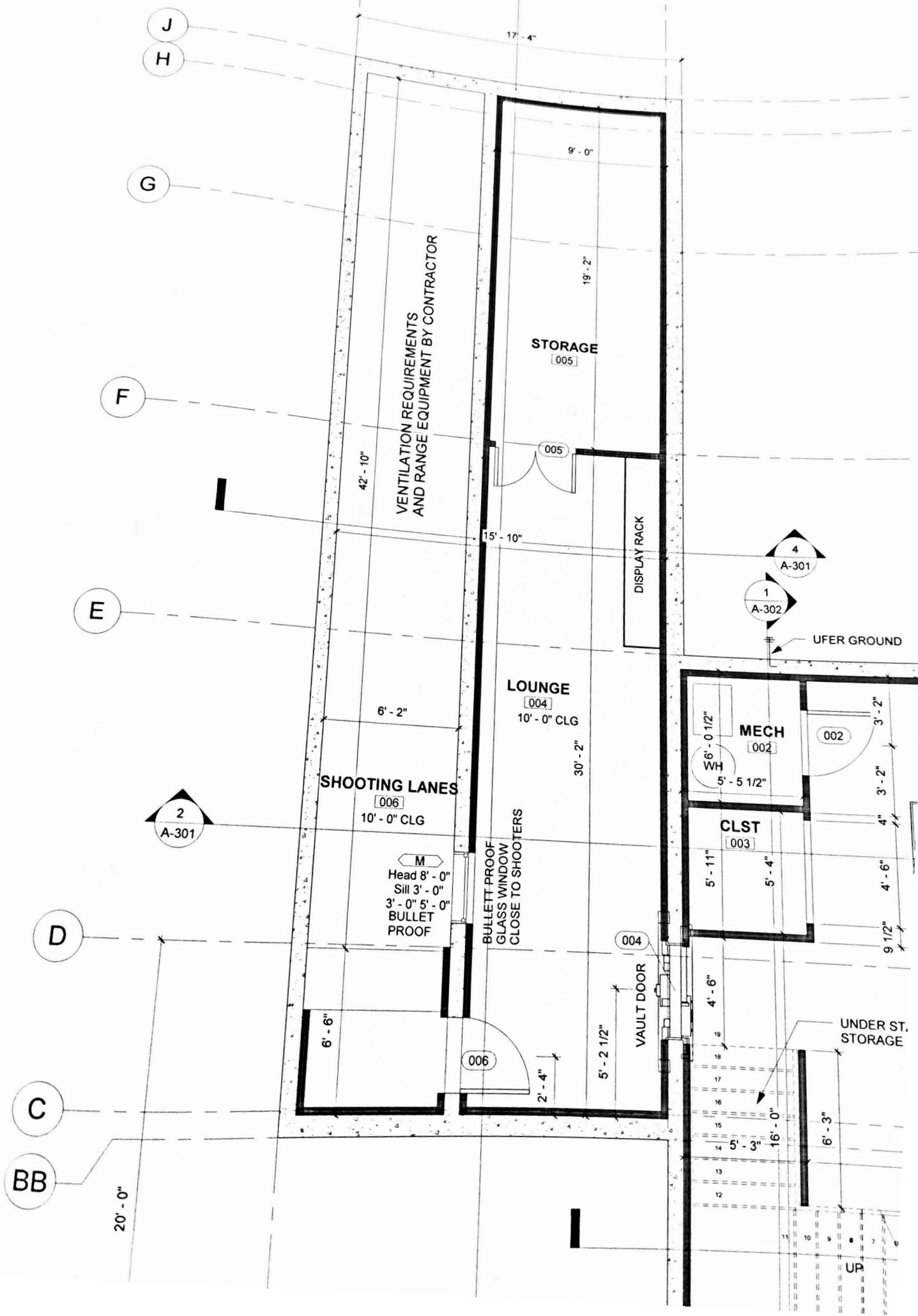
I move to approve the Conditional Use Permit for a shooting gallery at 19 N Long Drive as proposed with the following conditions/changes:

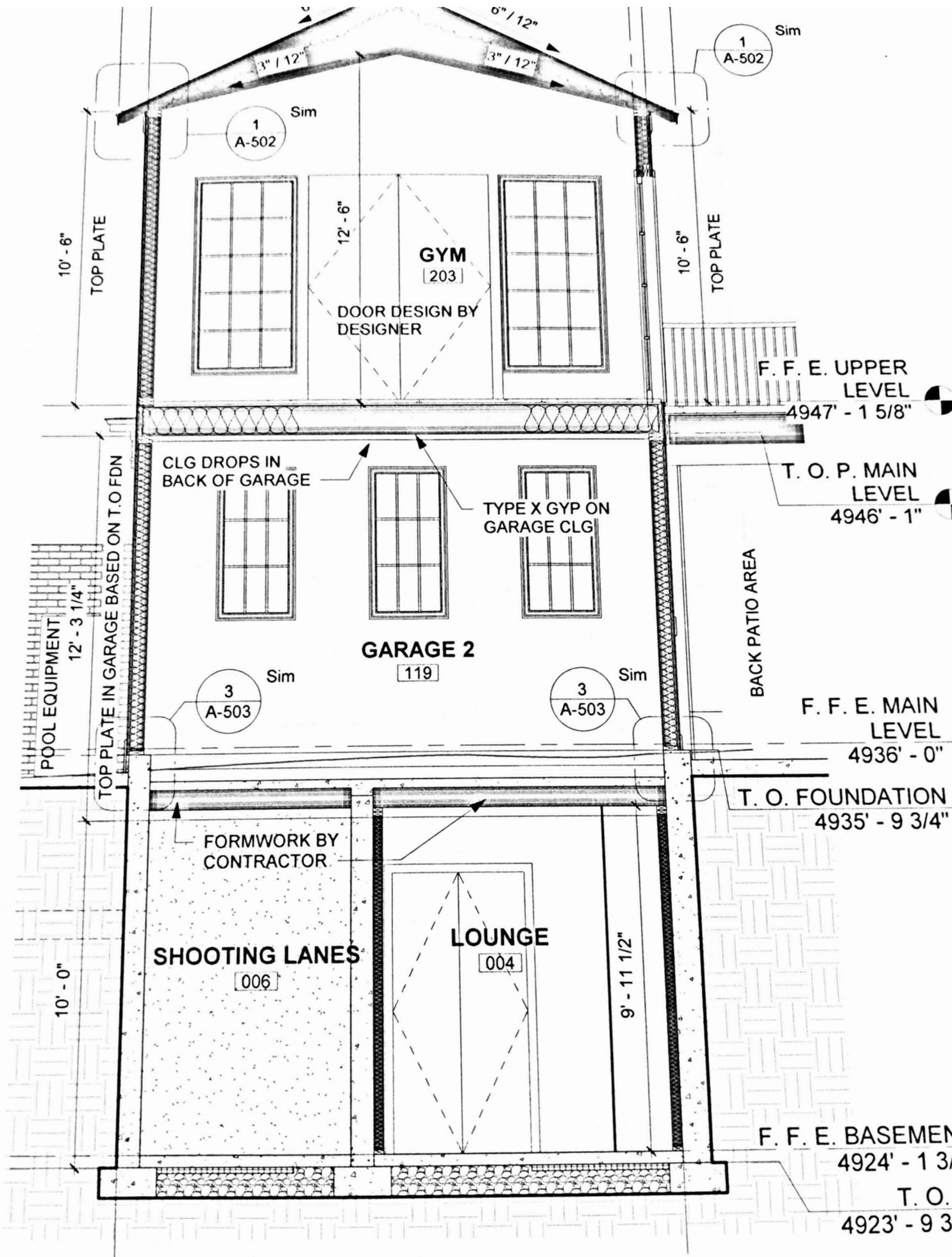
- ****insert finding****

SAMPLE MOTION TO TABLE/DENY:

I move the Conditional Use Permit for a shooting gallery at 19 N Long Drive as proposed be tabled/denied based on the following:

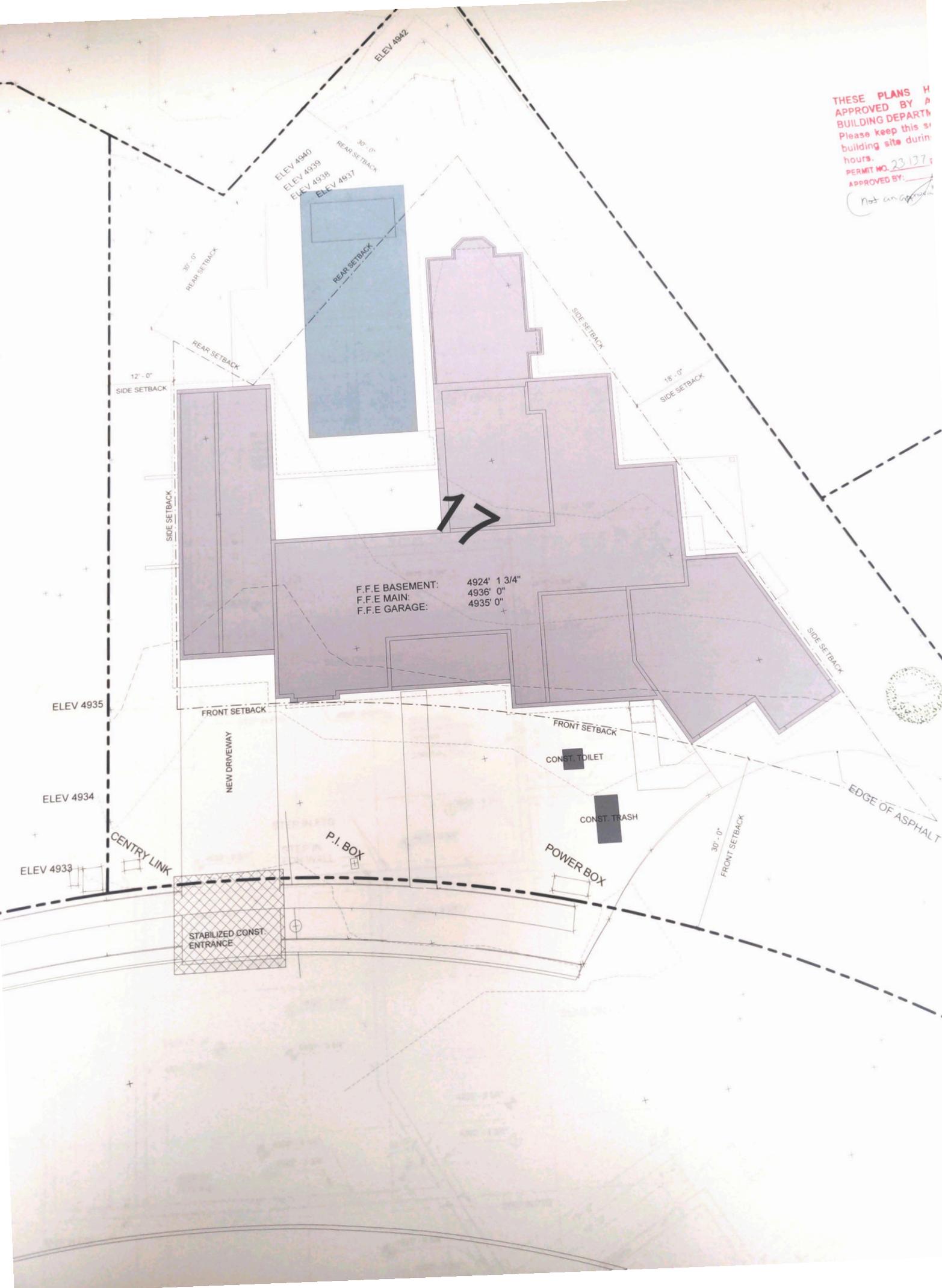
- ****insert finding****





④ GYM AND SHOOTING RANGE
 1/4" = 1'-0"

THESE PLANS H
APPROVED BY A
BUILDING DEPART
Please keep this s
building site durin
hours.
PERMIT NO. 23137
APPROVED BY:
Not an approval



ALPINE CITY COUNCIL AGENDA

SUBJECT: General Plan Amendment

FOR CONSIDERATION ON: August 22nd, 2023

PETITIONER: City Staff

**ACTION REQUESTED BY PETITIONER: Approval to Amend the General Plan to
Include the newly updated Active
Transportation Master Plan.**

Review Type: Legislative

BACKGROUND INFORMATION:

Alpine City has been in the process of updating the Active Transportation Master Plan. This document is now ready to be reviewed and included in the Alpine General Plan as an appendix. This amendment required the Planning Commission to hold a public hearing and review the plan to be included in the General Plan. This was completed during the August 1st Planning Commission meeting. This review by the Planning Commission also included a review of the transportation master plan but is not included in the review tonight as we are waiting until the impact fee study is completed. The Planning Commission made the following motion:

***MOTION:** Planning Commission member John MacKay moved to recommend approval of the General Plan amendment to include the Active Transportation and Transportation Plans as an appendix to the Alpine General Plan.*

Jeff Davis seconded the motion. There were 7 Ayes and 0 Nays. The motion passed.

STAFF RECOMMENDATION:

Because this is a legislative decision the standards for approval or denial are that the proposed General Plan amendment should be compatible with the standards and vision found in the general plan and the current city code and policies. A recommendation should be made to the City Council for approval or denial based on those criteria.

SAMPLE MOTION TO APPROVE:

I move to approve the General Plan amendment to include the Active Transportation Plan as an appendix to the Alpine General Plan.

SAMPLE MOTION TO APPROVE WITH CONDITIONS:

I move to approve the General Plan amendment to include the Active Transportation Plan as an appendix to the Alpine General Plan as proposed with the following conditions/changes:

- ****insert finding****

SAMPLE MOTION TO TABLE/DENY:

I move the General Plan amendment to include the Active Transportation Plan as an appendix to the Alpine General Plan be tabled/denied based on the following:

- ****insert finding****



ACTIVE TRANSPORTATION PLAN

MAY 2023



TERMS USED IN THIS DOCUMENT

AADT: Annual Average Daily Traffic

ACS: American Community Survey

Active Transportation: Human-powered transportation including walking, biking, e-scootering, bike-sharing, rolling in a wheelchair, jogging, and horseback riding.

ADA: Americans with Disabilities Act

AASHTO: American Association of State Highway Transportation Officials

ATP: Active Transportation Plan

Bulb Out: Traffic calming measure that includes narrowing intersections, reducing crossing distances for pedestrians, and ultimately slowing down traffic by creating visual friction

Chicane: Traffic calming measure that alters the roadway from a straight path to a curved one to create visual friction and slow traffic speeds

Complete Street: is the process of planning, designing, and maintaining streets that are safe and comfortable for all modes (walking, biking, driving, and accessing transit), and accessible for all ages and abilities

GIS: Geographic Information System

Grade Separated Crossing: a bridge or tunnel designed for active transportation users that separates them from conflicts with traffic while crossing a busy roadway or other barrier

HAWK Signal: High-intensity Activated crossWalk, a pedestrian activated signal that controls traffic to stop completely, often used at midblock crossings

IDs: in-depth-interviews

MAG: Mountainland Association of Governments, the regional planning organization in Utah County

NACTO: National Association of City Transportation Officials

Non-motorized Travel: Another term for Active Transportation

RRFB: Rectangular Rapid Flashing Beacon

Transportation Network: A pattern of roads, highways, sidewalks, trails, and sometimes transit routes that move people within and through communities

UDOT: Utah Department of Transportation

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EXECUTIVE SUMMARY

Why We Need a Plan

As the Cities of Alpine and Highland continue to grow and evolve, the community has indicated that additional transportation choices are important to them. The existing family-friendly paved trail network, which includes Murdock Canal Trail, is beloved by the community and heavily used. Installing additional facilities to connect into the existing trail network will help spread out the demand and provide access by means other than a car to schools, trailheads, and other local destinations.

Because this plan focuses on implementable strategies, Alpine and Highland now have a blueprint for phasing improvements and being proactive about funding opportunities.

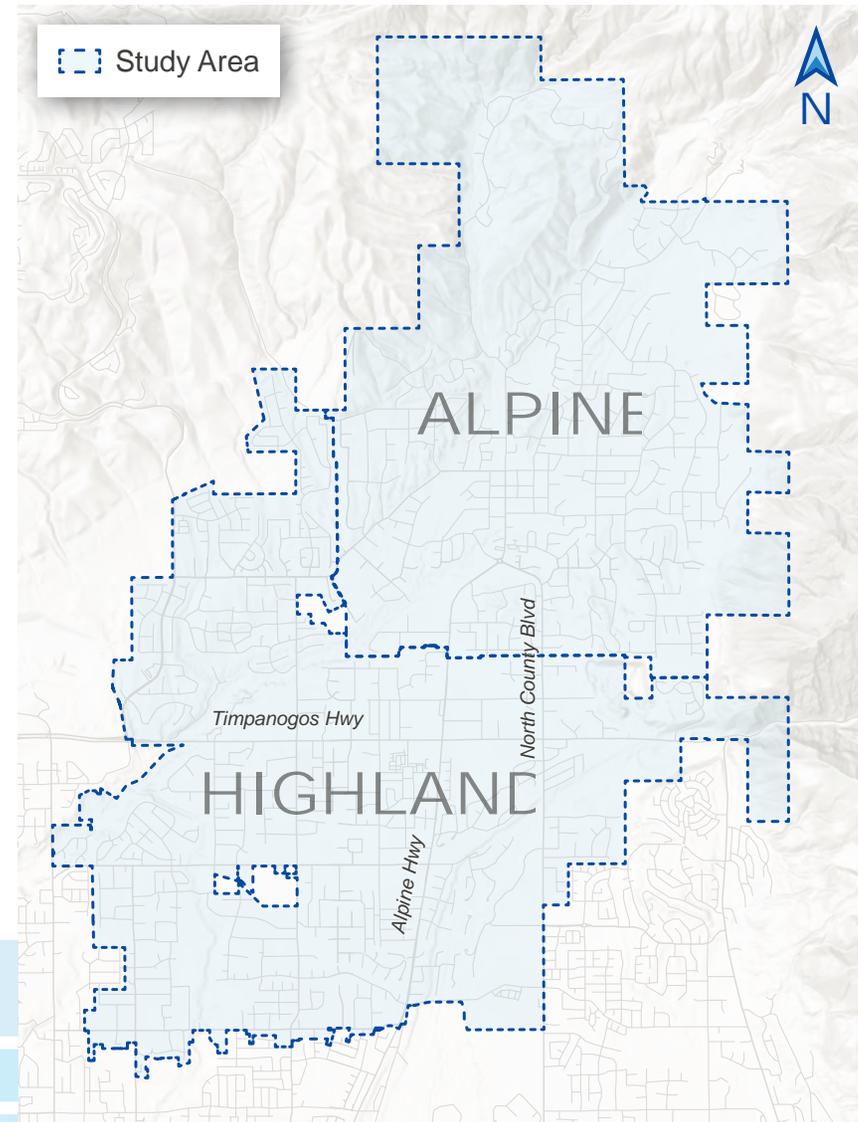


Figure 1 - Study Area Map

How to Use This Plan

This active transportation plan (ATP) provides high-level recommendations that allow for an integrated regional and local network of community wide walking and biking facilities.

This plan provides support and direction for Alpine and Highland Cities to add new facilities and improve existing ones for people walking, biking, and recreating within and between the two communities. Additionally, policy and programmatic recommendations are provided to influence behavior and educate on the benefits of non-motorized networks, helping the two communities and their elected officials work together to realize the goals laid out below. The plan is segmented into sections that address various phases of information gathering, getting community input, developing recommendations, and addressing implementation strategies. The categories include:

- Vision & Goals
- Existing Conditions
- Public Outreach
- Design Standards
- The Network
- Priority Projects
- Funding Strategies
- Implementation Plan
- Evaluating for Success
- Connecting Communities

During funding seeking and implementation phasing, Alpine and Highland City staff are encouraged to use this document to steer priorities, refresh on public sentiment, and use this as a guiding light while planning and constructing new roadways to ensure new plans align with what has been adopted here.

Adopting an ATP is an essential first step in developing and constructing active transportation facilities. By adopting an ATP, Alpine and Highland will open the door to active transportation funding grants that are available from the Federal to the local level that would otherwise be unavailable to the communities.



Introduction

As the population grows in Alpine and Highland, the demand for walking and biking, either for exercise and recreation, or daily, utilitarian trips, is growing, too. Meeting this demand requires both communities to increase the level of safety and comfort as well as mobility and access to destinations for people of all ages and abilities who wish to travel on foot or on bike. This plan offers a blueprint for a long-term approach to improve the health and quality of life of the residents of Alpine and Highland by investing in a connected active transportation network.

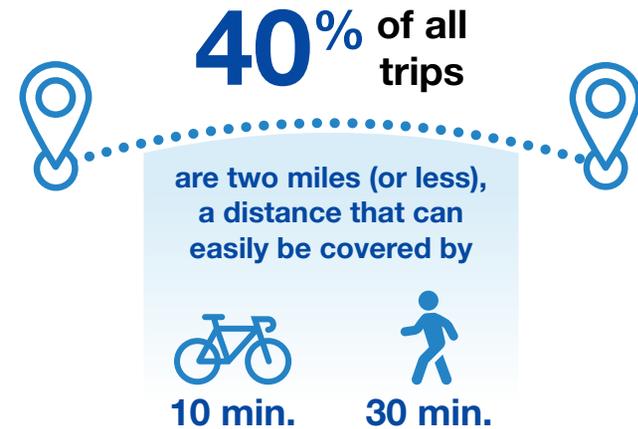
Creating a connected network means eliminating gaps and barriers between people's doorsteps and their destinations by providing facilities and dedicated space for safe and comfortable travel on the street and off the street.

Municipalities experience substantial positive returns on the resources they invest into safe, convenient, and welcoming active transportation facilities. When the facilities are utilized by residents and visitors, the benefits are distributed across a community and include improved quality of life, safety, mental and physical health, and connections. Creating a built environment that thoughtfully integrates active transportation can improve quality of life by facilitating healthy lifestyle choices, increasing social interactions, reducing pollution, and strengthening the resiliency of the local economy.



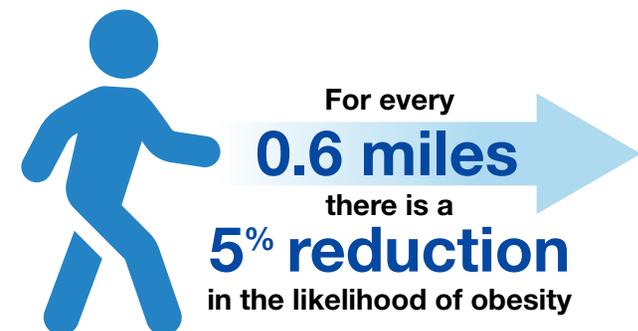
Quality of Life

Walking and biking facilities improve quality of life for residents. Having transportation mode choices creates freedom for all ages and abilities. It allows people to bike to work or the trailhead, walk to the grocery store, or travel to school without getting in a car. Some residents are too young or old to drive, and others have impairments preventing vehicle use, or may lack regular access to a car. Enhancing the non-motorized network provides comfort and confidence on streets. The residents of both Alpine and Highland, through a variety of surveying and input methods, have identified that adding sidewalks, bike lanes, and off-street trails is an important value to them.



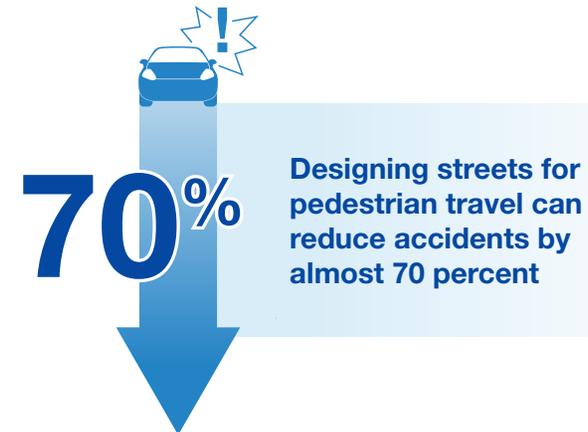
Healthy Communities

Walking, biking, and other forms of active transportation improve the health of communities because they are easily accessible to most people. Communities that chose to elevate active modes have proven positive health outcomes. Studies by the Center for Disease Control indicate that communities with more people walking and biking to work and school have lower levels of chronic diseases like high blood pressure, obesity, and diabetes and report longer lifespans. There are other added benefits of encouraging non-motorized travel including reduction in vehicles on the roads, positive improvements to air quality, and more vibrant local economies.



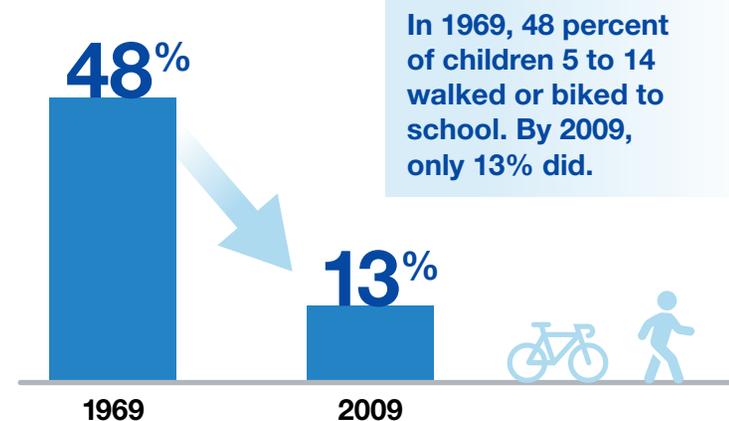
Safe Communities

Communities that invest in active transportation infrastructure, including complete street and traffic calming measures, report lower injury and fatality crash rates. These reported crash reduction rates are not due to the ‘safety in numbers’ of bicyclists and pedestrians, but rather correlate to the difference in street design and infrastructure investments. Streets that appropriately accommodate and prioritize other modes are safer for all roadway users including motorists.



Connected Communities

Alpine and Highland are closely linked by roads and trails. Many residents enjoy amenities and destinations across city lines, and jurisdictional boundaries do not factor into travel behavior. People who use the transportation network do not know where one city starts and the other ends, but rather focus on a seamless and connected trip experience. It is powerful that these two communities have partnered to develop and deliver an ATP that transcends boundaries and focuses on human experience first.



“Active transportation systems also foster economic health by creating dynamic, connected communities with a high quality of life that catalyzes small business development, increases property values, sparks tourism and encourages corporate investment that attracts a talented, highly educated workforce.” - Rails to Trails

Vision & Guiding Principles

The vision and guiding principles for this planning effort were developed in collaboration with city staff, elected officials, and community engagement findings to understand the community's needs for the active transportation network.

VISION STATEMENT

This plan will develop the critical framework to develop connected networks for people walking, biking, and on horseback through user engagement, research, best practices, and creative solutions. Regardless of social, economic, or demographic differences, this plan will unite Alpine and Highland in developing facilities that offer safe passage for all ages and abilities to recreation, schools, local destinations, and between jurisdictions comfortably on foot, bike, or horse.



GUIDING PRINCIPLES

1. Walking and biking facilities are a critical component of a functional transportation network.
2. Alpine and Highland have created an important opportunity to expand walking and biking facilities, but it will take a collaborative effort by both communities.
3. Creating comfortable and connected walking and biking facilities will prompt more people to choose active modes of travel.
4. Active transportation connections are important to Alpine and Highland Cities and reflect the values of these active, healthy, and connected communities.





Goals & Objectives

The goals and objective outlined for the active transportation plan were crafted to make sure the city visions are met, and that the recommendations meet the needs of the community and are feasible to implement.

GOAL: Create an inclusive multimodal network that provides comfortable and safe passage to destinations in Alpine and Highland, and connections to recreational access.

Objective: Recommend networks that are continuous, attractive, safe, comprehensive, and convenient.

Objective: Work with local partners to engage with residents to identify needs.

GOAL: Integrate walking and biking with land use to support transportation goals and advance the local vision for vibrant communities.

Objective: Review current standards, guidelines, and processes to identify opportunities to connect with developers and changes in land use.

Objective: Determine land use preservation and developer partnership needs.

GOAL: Elevate alternative transportation choices by proactively incorporating options for walking, biking, and equestrian use from the start of the planning process.

Objective: Adopt design guidelines and projects that reflect local desire, including a Complete Street Policy.

Objective: Assess crossings to make recommendations that eliminate barriers and avoid gaps in the network.

GOAL: Develop a network that is useful, context sensitive, and feasible.

Objective: Recommend a prioritized project list that is attainable.

Objective: Identify opportunities for funding and partnerships.

Objective: Develop design standards that are feasible to maintain.

Objective: Develop implementation strategies that are within reach.

PUBLIC ENGAGEMENT

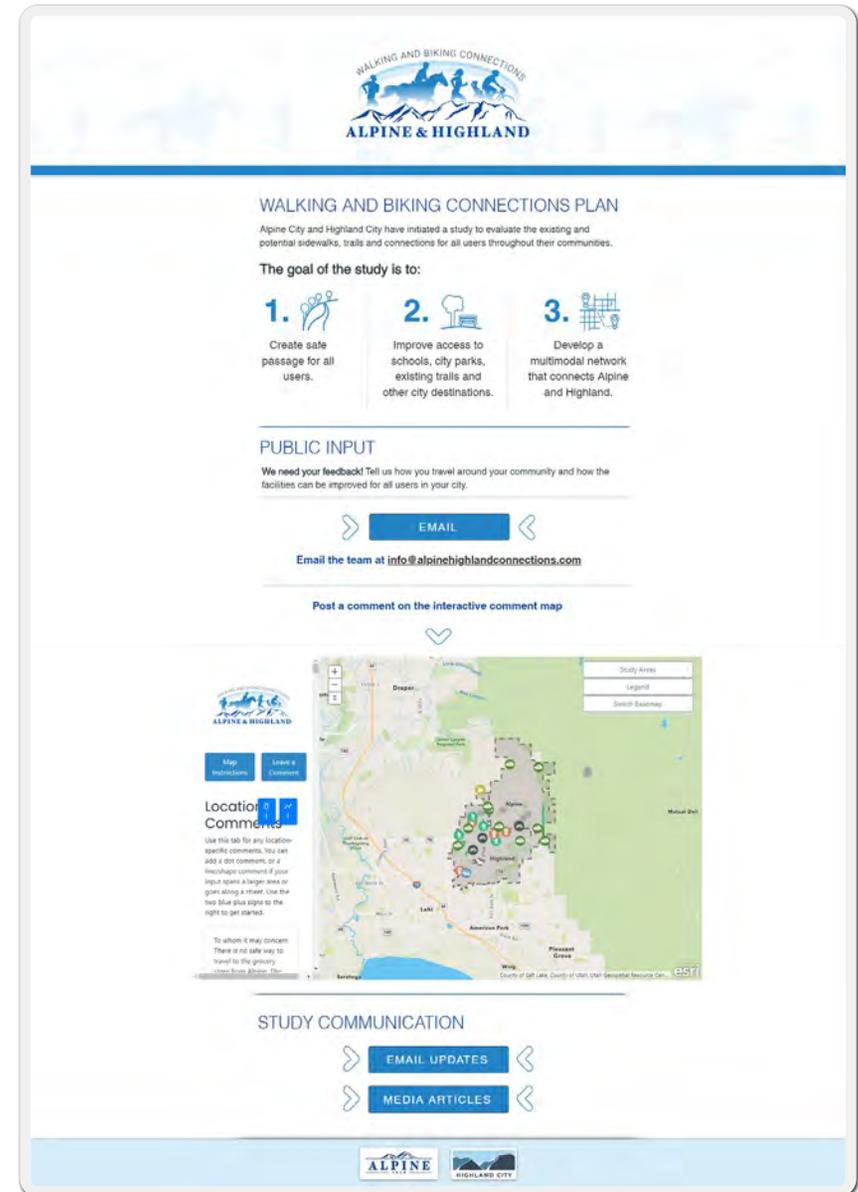
During the development of the Alpine and Highland ATP, the planning team offered several ways for the public and stakeholders to provide feedback, including:

- Online survey
- In-person open house
- Online comment map
- A booth at each City’s Halloween event
- In-depth-interviews with key stakeholders
- Four Steering Committee working groups

The planning team developed various ways to communicate with the public and key stakeholders, solicit feedback, and invite residents to participate in the survey through collateral, social media, and email.

A project website (<https://www.alpinehighlandconnections.com>) was created to act as a one-stop-shop for all study information. The website contained the study goals, a community survey, an interactive map (where individuals could leave geospatial comments), and other resources to communicate with a study representative.

The full Public Engagement Report can be found in Appendix A.



The study team hosted four in-person meetings with the Steering Committee on the following dates:

- Sept. 27, 2022
- Oct. 20, 2022
- Feb. 22, 2023
- April 18, 2023

The October 20 meeting included a tour around Alpine and Highland, allowing the study team to visit specific locations where active transportation connections were needed and where gaps existed.



In addition to the Steering Committee meetings in-depth-interviews (IDIs) were held with the Alpine School District, Bike Utah, the Lone Peak Bike Team, and the Alpine Trails Committee. These IDIs provided valuable insight into the existing conditions and the needs for walking and biking facilities of both communities.

An open house style in-person public meeting was held on November 2 at Highland City Hall. Large maps were placed on tables, and the public was encouraged to mark them up with comments, lines, symbols, and drawings that showed desired project locations, barriers, gaps, areas of concern, etc.



The study team attended two community Halloween trick-or-treat events in late October. One event was in Alpine and one was in Highland. Between the two events, 200 survey flyers were distributed and 500 branded candy bars, each wrapped with a QR code that linked to a public survey for the study, were handed out to residents.

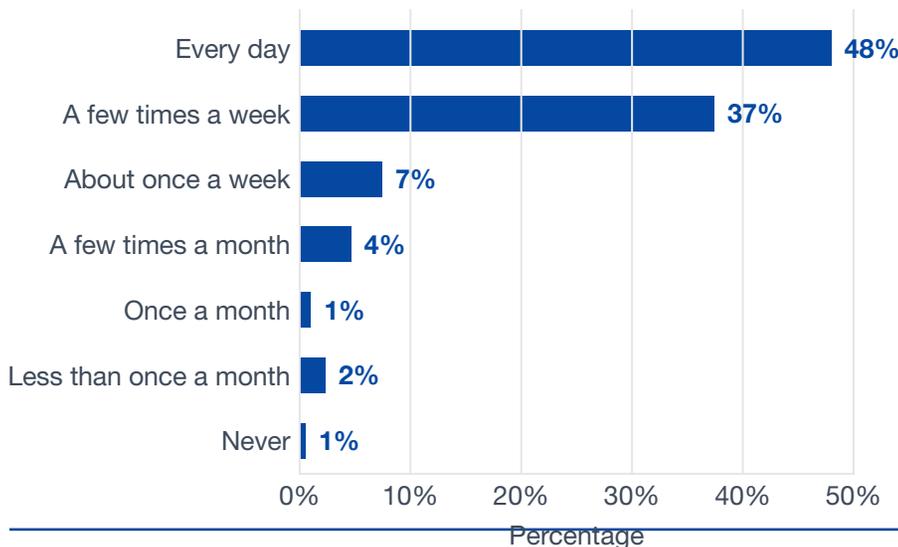


Online Survey Results

A community survey was created and distributed to learn more about pedestrian, bicyclist, and other active transportation usage throughout the community. The survey was open to the public between Oct. 24, 2022 - Dec. 1, 2022. During that timeframe, 737 people responded to the survey. This was a desirable response rate in relationship to the total population of the study area and provided statistically relevant community feedback, and allowed for the survey to be a significant source of information for the study team. The responses provided feedback from the general to the specific and greatly helped to identify and select recommended projects. The following is an overview of general themes and takeaways from the results of the community survey.

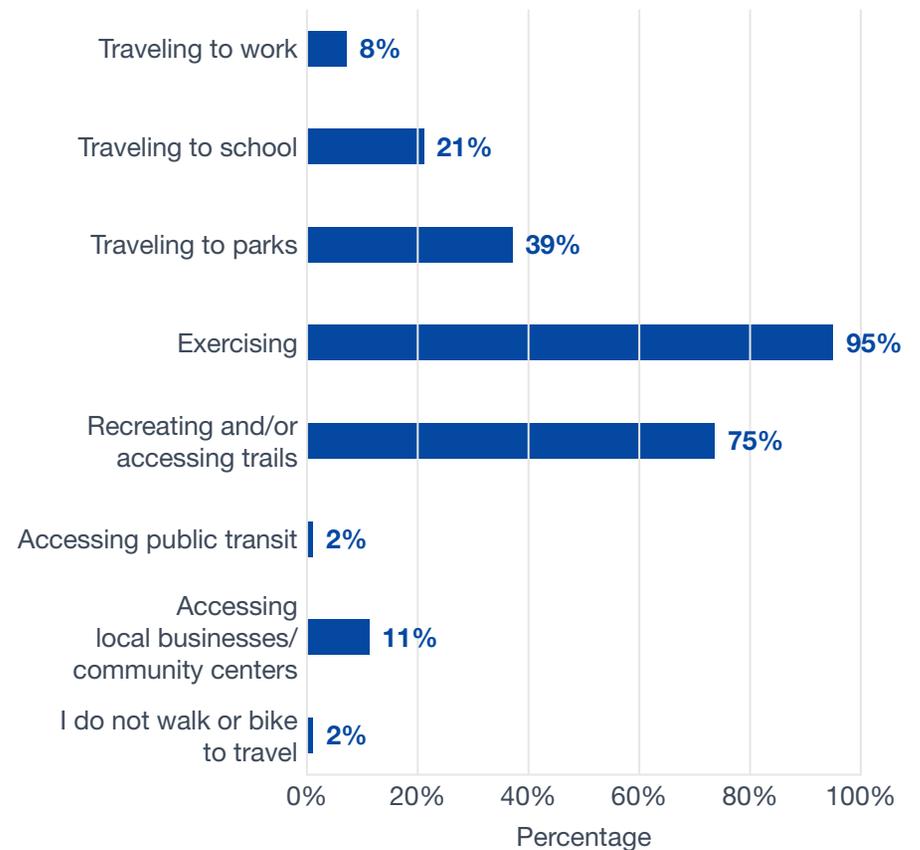
Almost half of all respondents said they use active transportation facilities daily and close to 40 percent use these facilities a few times a week.

? How often do you use facilities such as sidewalks, bike lanes, or trails in your community?



Exercise and recreation are the activities people utilize walking and biking facilities in Alpine and Highland. In the open-ended response questions, many respondents commented that they would like to travel to destinations like work, local businesses, and school (many referenced their children getting to school), but they did not feel safe walking or biking to these destinations along existing facilities.

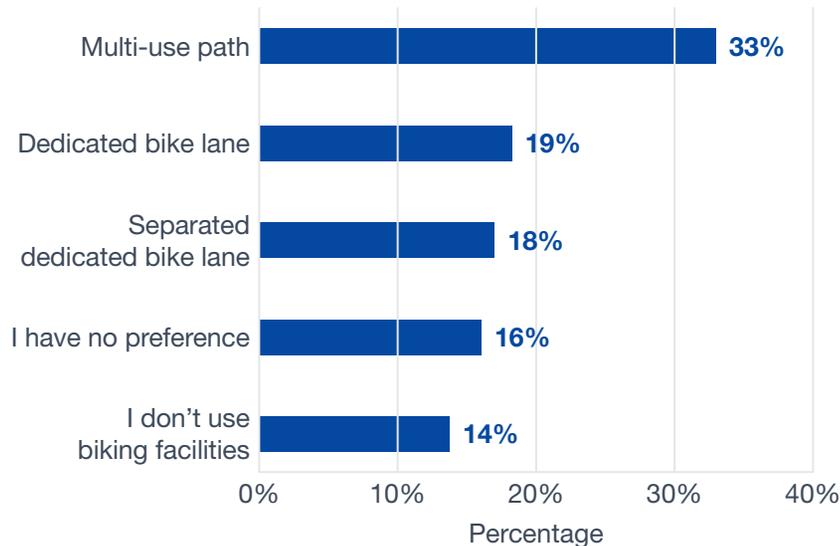
? What are your main purposes when walking and biking? Check all that apply.



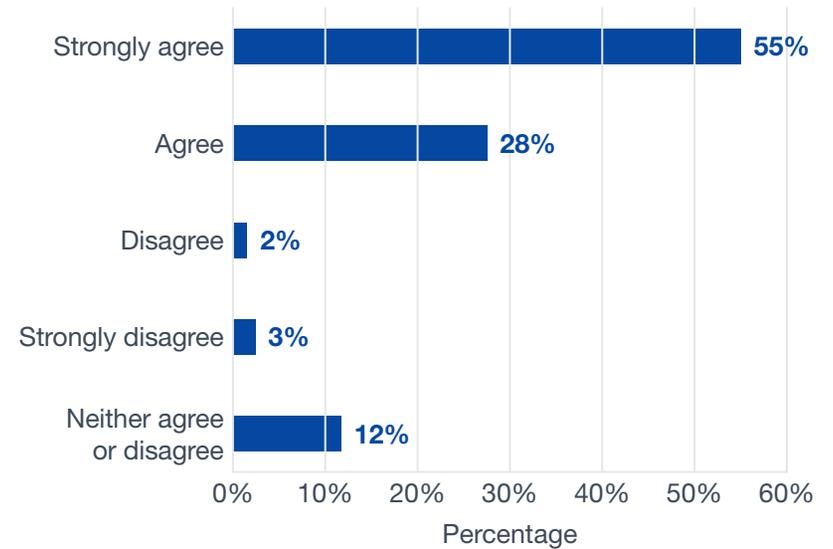
The preferred type of biking facility is a multi-use path. Like the Murdock Canal Trail, multi-use paths are removed from the road a substantial distance and are designed to keep the number of road crossings to the absolute minimum. The study team considered many locations for recommended multi-use paths, as well as multi-use side paths, which are located adjacent to roadway facilities and commonly separated by curb and several feet of park strip or natural surface terrain.

Safe connections are critical to a well utilized and successful active transportation system. This is reflected in the responses to the following question, where 83 percent either agree or strongly agree that a safe and inclusive community connection is important.

? **What type of biking facilities do you prefer?**



? **Creating a safe and inclusive connection between Alpine and Highland is import.**



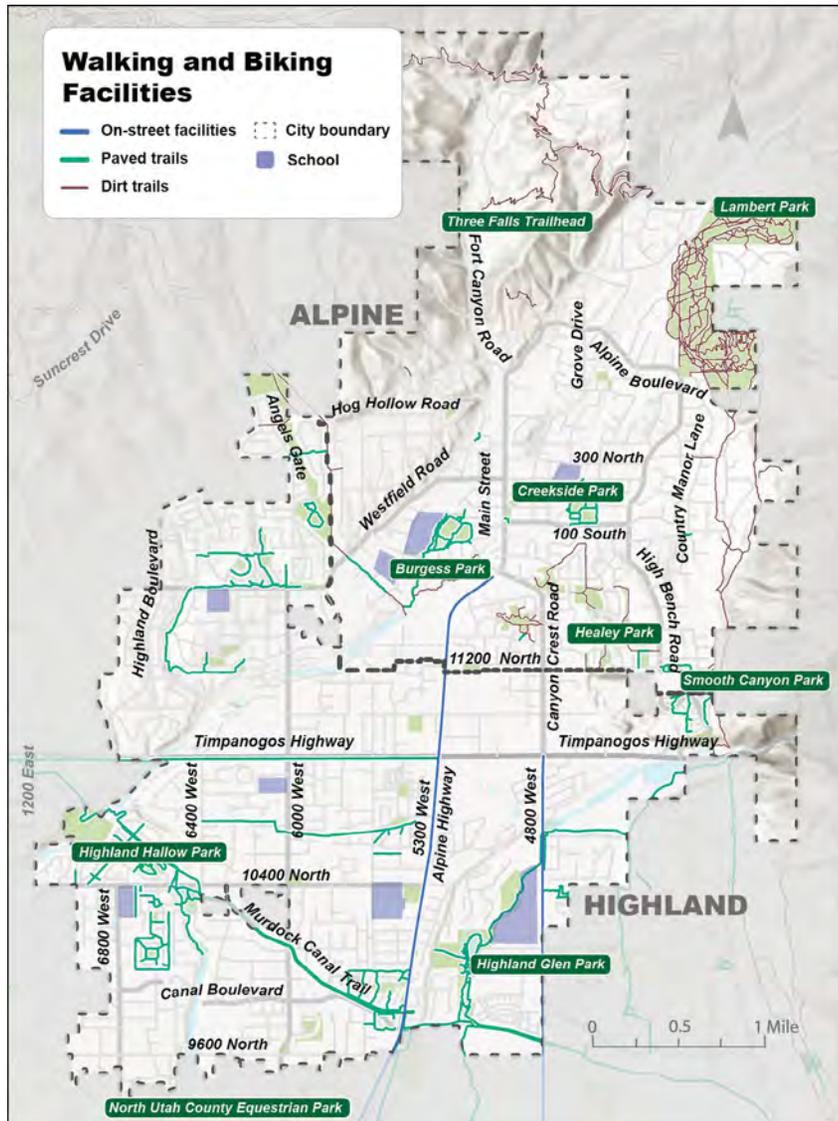


Figure 2 - Existing Walking and Biking Facilities

EXISTING CONDITIONS

Reviewing existing conditions is an essential part of the planning process. This includes understanding how people travel or want to travel, existing land uses, roads, general demographics, walking and biking facilities, and pedestrian and bicyclist safety concerns and hotspots. This information, supplemented with findings from public engagement, guided the development of the context-sensitive projects and policy recommendations in this Alpine and Highland ATP. See Appendix B for the full existing conditions report.

Existing Walking and Biking Facilities

The most utilized walking and biking facility in this study area is the Murdock Canal Trail, which connects Orem to Lehi along the paved, shared use path. There are other paved, shared use paths most of which are oriented around community parks, such as Creekside and Burgess Park in Alpine and Highland Glen Park in Highland. Both cities have wide roads and available shoulder width on a majority of their streets that could be ideal for designated bike lanes. Currently, only two streets provide designated bike lanes: one on 5300 West and one on 4800 South. Figure 2 shows the existing shared use paths, bike lanes, and dirt trails.

Existing sidewalks vary from road to road and neighborhood to neighborhood. Many neighborhoods have continuous sidewalks, while other roads have gaps in sidewalks or no sidewalks exist. With the new construction of homes and subdivisions, sidewalks are being installed in some locations in a leapfrog fashion, where they end abruptly and may not be present again until farther down the road.

Existing Walking and Biking Activity

The study team used Strava data to better understand what routes are most likely used and selected by people for walking and biking in this area. Strava is a GPS-based mobile app people use to record their time and distance while walking, biking, running, and exercising. It is primarily used for fitness-based recreation and therefore only reflects a small percentage of pedestrian and bicycle trips and is unlikely to capture most commuting or utilitarian trips by foot or bike.

Figure 3 shows Strava bicycle trips (including e-bikes) in the study area during 2021. The most popular route is along the Murdock Canal Trail, where over 30,000 individual bike rides have been recorded along the stretch in Highland. SR-92 in Highland and Westfield Road in Alpine are also top locations for recorded Strava rides, ranging between 10,000 to 15,000 rides. While these locations see high volumes of bicyclists, they do not provide designated bicycle facilities.

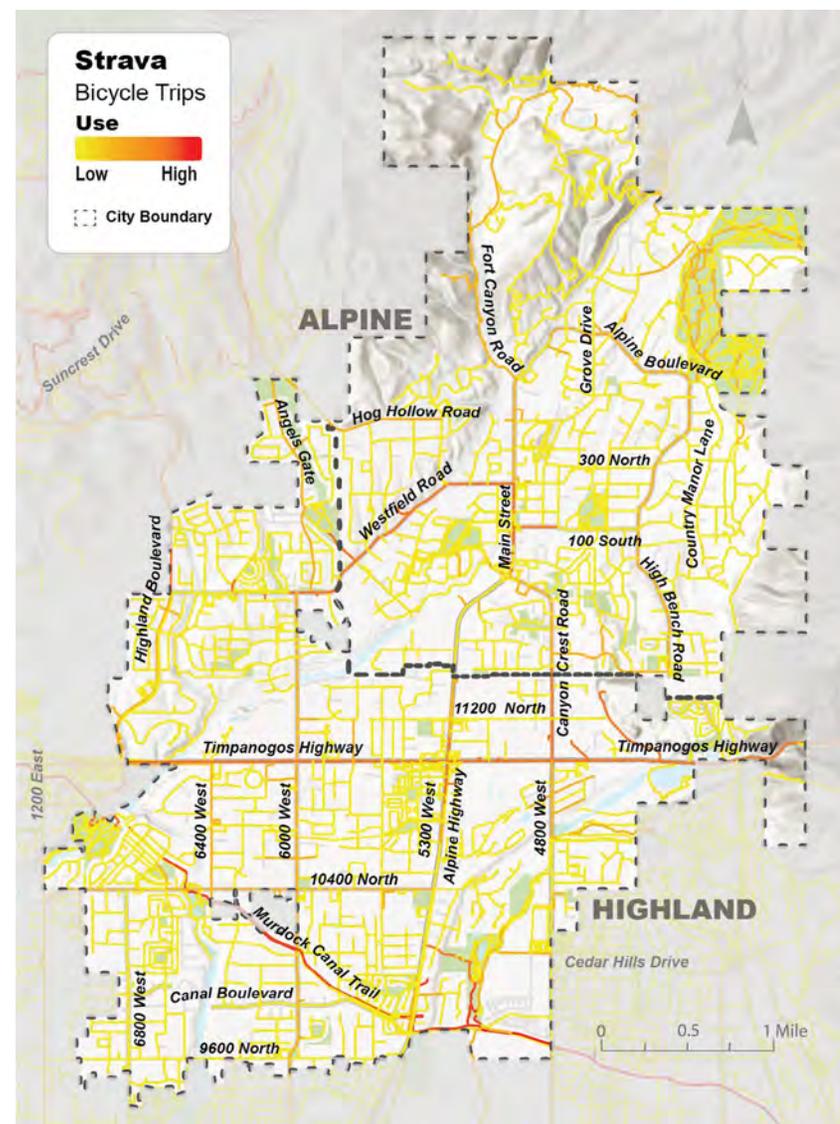


Figure 3 - Strava Bicycle Activity in 2021

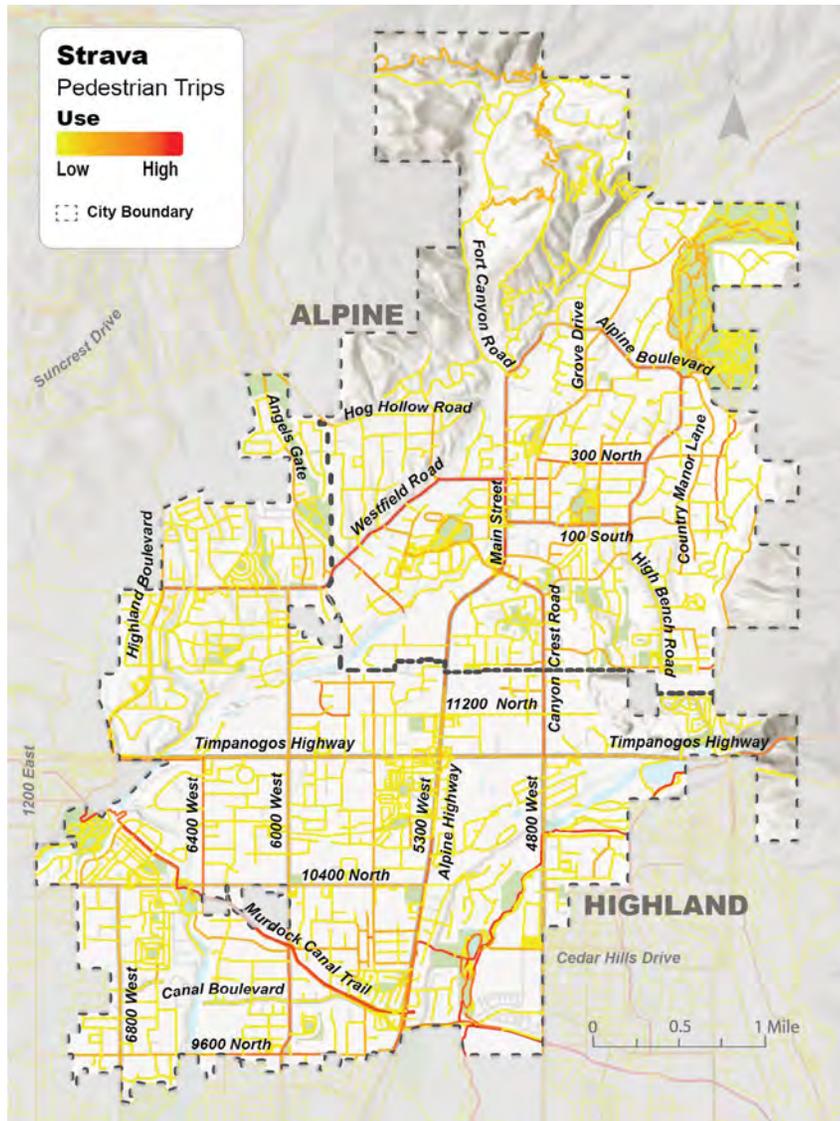


Figure 4 - Strava Pedestrian Activity in 2021

Figure 4 shows Strava pedestrian activity in Alpine and Highland for the year 2021. The largest number of trips for pedestrians (10,380) occurred along the Murdock Canal trail. Westfield Road in Alpine and the paved trail by Caddie Lane in Highland have the second highest recorded number of trips, with just under 5,000 trips recorded at each location.

Safety for Pedestrians and Bicyclists

Crashes from 2017 to midyear of 2022 were reviewed for Alpine and Highland, using the Numetric dataset. Pedestrian- and bicycle-related crashes were the main focus, but vehicle crashes that were associated with speed, distracted driving, or located at intersections were also reviewed.

In total there were 1,105 crashes in both communities between 2017 and midyear 2022. Of these crashes, 15 were bicycle-related, including 1 fatality and 3 serious injuries. In addition to the fatality, one-fifth of all bicycle-related crashes involved a serious injury. 11 of the 15 crashes (73%) occurred at intersections. The 1 fatality was on SR-92, related to distracted driving, and did not occur at an intersection.

There were 13 pedestrian-related crashes over this period of time. Similar to bicycle-related crashes, 69% (9 crashes) occurred at intersections. Serious injuries resulted in 2 of these crashes. These 2 crashes occurred in more residential locations, on streets with posted speed limits below 35 miles per hour (mph). Figure 5 visually conveys the severity of crashes and the number of intersection related crashes for pedestrians and bicyclists.

Pedestrian and Vehicle Crashes: 13

Serious Injury: 2



At Intersections: 9



Bicycle and Vehicle Crashes: 15

Serious Injury: 3, Fatal: 1



At Intersections: 11



Figure 5 - Serious Injury and Intersection Crashes

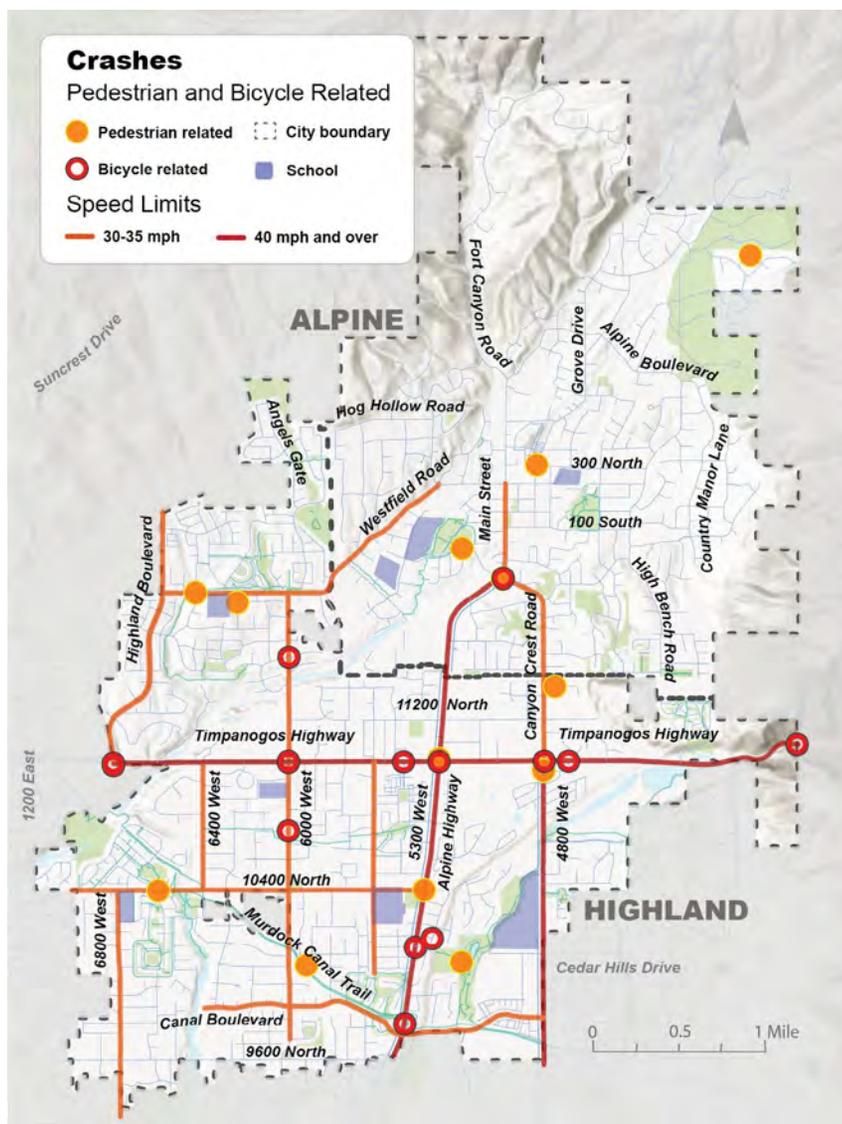


Figure 6 - Pedestrian and Bicycle-related Crashes

Figure 6 shows the location of pedestrian- and bicycle-related crashes. Roads with speed limits that are 40 mph and above are shown in red and speed limits 30-35 mph are shown in orange. Most crashes occurred on these roads, including the most severe bicycle-involved crashes, which are all located along SR-92.

Safe Routes to School

As part of the Safe Routes to School federal program, Utah requires all elementary, middle, and junior high schools to develop a safe routes to school plan. The goal is to provide safe and connected facilities like sidewalks and crosswalks to get children to and from school and also assist with creating community outreach and awareness about how to walk and bike safely. Figure 7 shows the Safe Routes to School in Alpine and Highland. There are many designated routes; however, some designated routes lack complete sidewalk connections on both sides of the street.

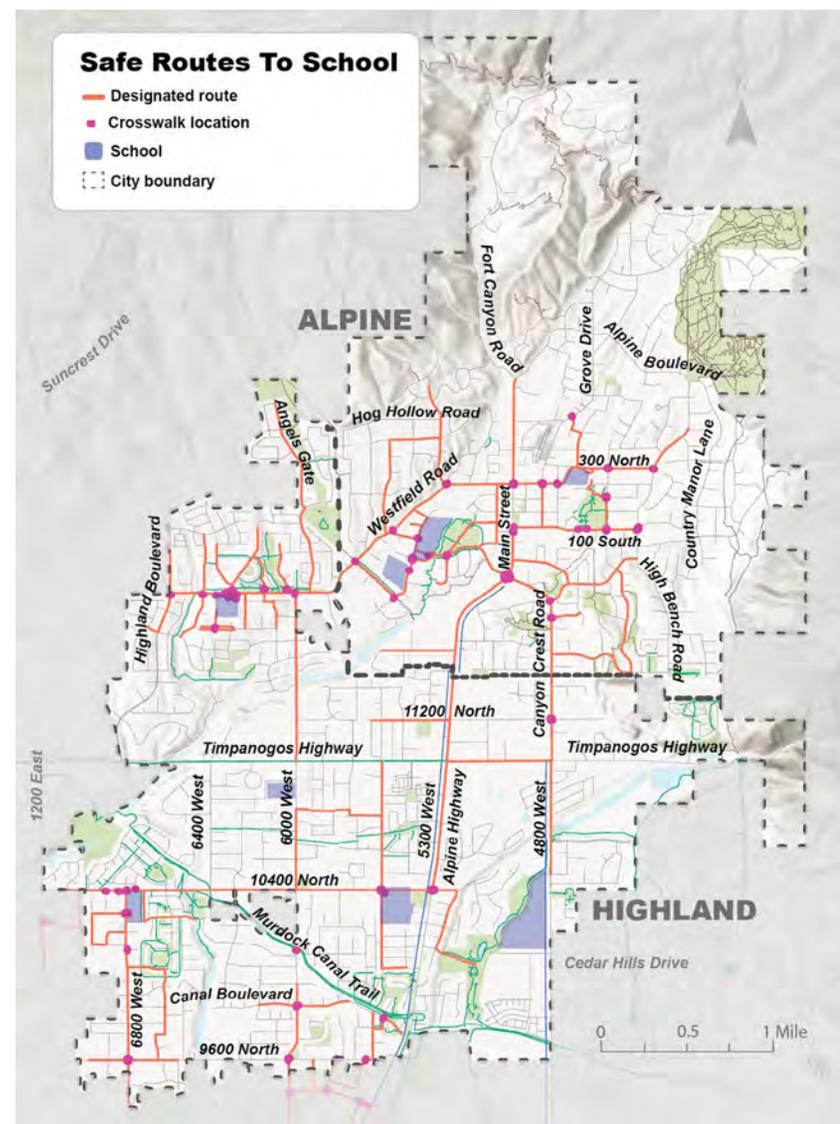


Figure 7 - Safe Routes to School

Travel Behavior

According to the American Community Survey 2016-202, the majority of the population in Alpine and Highland drive alone to work. In Alpine, 70% of the adult working population drives alone, and in Highland the percentage was higher at 76%. As seen in Figures 8 and 9, more people work from home in Alpine than in Highland, which may account for the higher percent of people driving to work alone in Highland.

In Alpine, less than 1% of workers walk to work, and in Highland, less than 2% walked to work. The use of public transit to access jobs in both cities is less than 1 percent. In general, for cities to have a significant number of people walking, biking, or taking transit to work population and population density has to be higher than that of Alpine or Highland. However, industry research indicates that as more active transportation facilities are developed, and the non-motorized network is connected, people's travel behavior shifts and more people are likely to travel by modes other than driving.

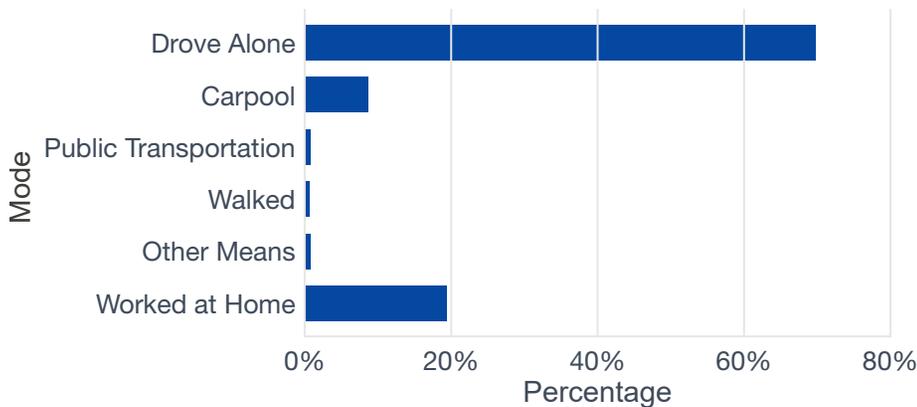


Figure 1 - Alpine's Means of Transportation to Work

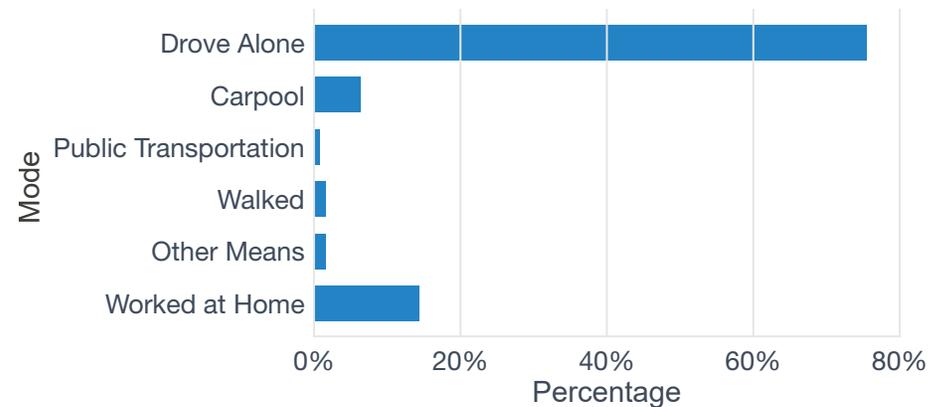


Figure 1 - Highland's Means of Transportation to Work

Land Use to Inform Connectivity

Alpine is predominantly zoned low density residential. The residential zoning code allows for permitted and conditional uses that include parks and recreation. Alpine’s business commercial district is located along Main Street, which is surrounded by the densest residential zoned area at ¼ acre per unit. The density for each home decreases the farther it is from the commercial district. The northern part of Alpine is designated as a Critical Environmental Zone. This land allows for conditional use permits to be issued for single family homes upon approval. Figure 10 shows the current Alpine Zoning Map.

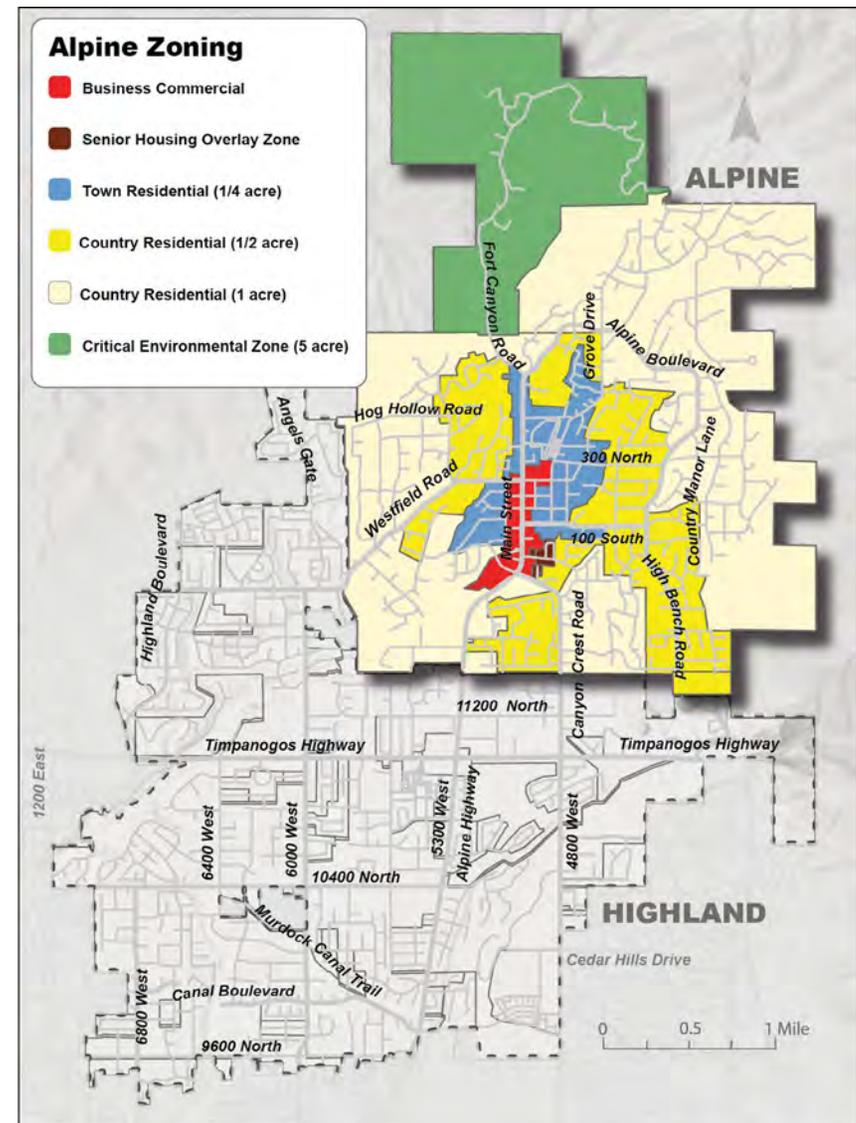


Figure 10 - Current Zoning in Alpine

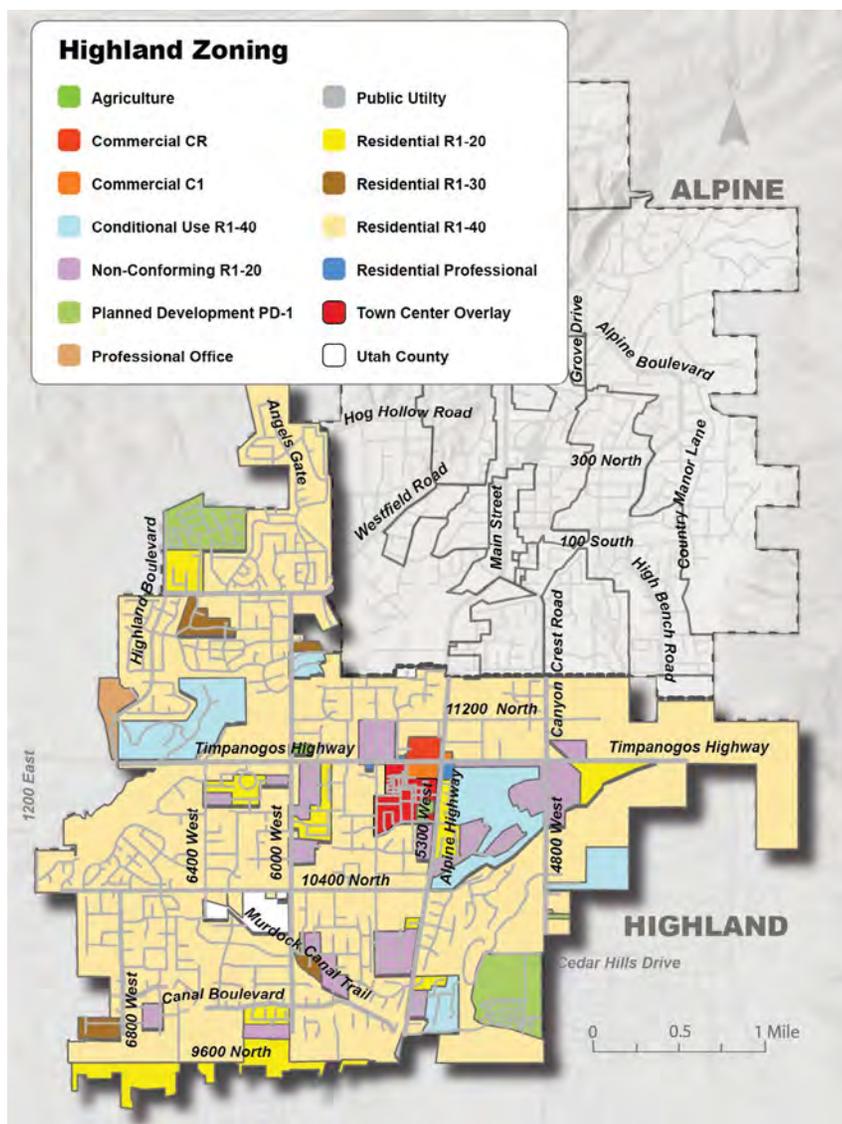


Figure 11 - Current Zoning in Highland

Like Alpine, Highland is mostly zoned for low-density residential. The majority of the residential zoning is R1-40, which allows for two-car garages, large lots, and well-spaced buildings. The town center and commercial area is located on SR-92 between 5600 West and 5300 West. Figure 11 shows the current Highland Zoning Map.

Key findings from this evaluation included:

- Trails, trailheads, and paved pathways are a community asset, and well utilized
- Both cities are lacking connected sidewalk networks, and connected on-street bicycle facilities
- There are significant opportunities to reimagine right of way for on street or street-adjacent walking and biking facilities
- The populations of Highland and some adjacent communities like Lehi and American Fork are growing rapidly, putting strain on the existing non-motorized network with high utilization rates

Connections between cities, to trail amenities, and to schools is a critical need

DESIGN STANDARDS

The U.S. Department of Transportation (USDOT) supports the development of fully integrated active transportation networks. Their policy statement reads: “The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems.”

Additionally, transportation agencies are encouraged not just to meet the minimum requirements of providing bicycle facilities, but also to go beyond minimum standards to provide the safest and most convenient bicycle facilities practicable.

Minimum design standards provide a baseline of quality for active transportation facilities in every community. However, each community is unique with differing needs – meaning that more supportive pedestrian and bicycle infrastructure may be necessary to properly serve the community. Industry best practices are listed below with benefits and descriptions for each facility type that increase comfort and safety for all users.

Overview of Industry Best Practices

The following is a summary of current national and local references for the design of facilities that support walking and biking.

National Guidance

Federal Highway Administration (FHWA) Bikeways Selection Guide, 2019

This document is a resource to help consider and make informed trade-off decisions relating to the selection of bikeway types. It is intended to supplement the planning and engineering judgment in developing connected, safe, and comfortable bicycle networks that meet the needs of people of all ages and abilities. This guide is intended to serve as a decision-support tool.

American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bikeway Facilities

AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, updated in 2021 provides guidelines for pedestrian facilities in the public right-of-way and addresses concepts and recommendations for site design.

The AASHTO Guide for the Development of Bicycle Facilities, updated in June 2012, provides guidance on the dimensions, use, and layout of specific bicycle facilities. The standards and guidelines presented by AASHTO provide basic information, such as minimum sidewalk widths, bicycle lane dimensions, detailed striping requirements, and recommended signage and pavement markings.

National Association of City Transportation Officials (NACTO) Bikeway Design Guide

The NACTO Urban Bikeway Design Guide (2012), the Urban Street Design Guide (2013), and Designing for All Ages and Abilities (2017) are the newest publications of nationally recognized urban street and bicycle-specific design guidelines and offer guidance on the current state of the practice designs. It focuses on the more holistic approach of urban mobility, emphasizing that streets that are safe and inviting for bicyclists of all ages and abilities attract wide ridership. NACTO's approach is highly contextual and encourages flexibility and ingenuity to provide the best high-comfort facility possible. NACTO recommends above and beyond minimum standards whenever practicable.

Americans with Disabilities Act (ADA)

The United States Access Board's proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) and the 2010 ADA Standards for Accessible Design (2010 Standards) contain standards and guidance for the construction of accessible facilities. This includes requirements for sidewalk curb ramps, slope requirements, and pedestrian railings along stairs.

Manual on Uniform Traffic Control Devices (MUTCD)

The FHWA's MUTCD defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public traffic. The MUTCD is the primary source for guidance on lane striping requirements, signal warrants, and recommended signage and pavement markings.

Local Guidance

The UDOT Design Manual (DM) Drawings

In February 2023, UDOT published a new version of the Design Manual (DM) including design standards for bicycle facilities. This release of the DM drawings includes updates to three existing DM drawings as well as 13 new drawings to provide design guidance that is consistent with the current AASHTO Bikeway guidelines and the MUTCD, as well as future compatibility with the proposed editions to be released later this year. UDOT has developed these DM drawings to guide engineers in designs that create consistency and predictability for people biking, people driving, and those that are maintaining roadways.

High-comfort Facilities for All Ages and Abilities

High-comfort active transportation facilities have numerous benefits for community members. When people feel safe and confident, they are more likely to use the facilities more often. High-comfort facilities not only increase actual safety but also increase perceived safety by the user. People who feel more safe and comfortable in their environment will use the space more frequently, facilitating social cohesion, promoting healthy lifestyles, and enhancing sense of community.

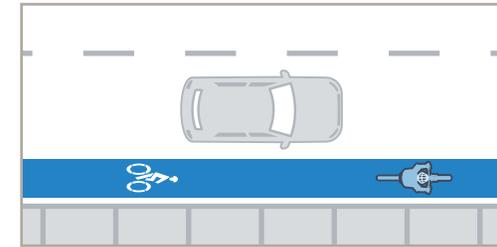
These facilities also provide opportunities for public green space and amenities, support social equity, and promote improved physical and mental health within a community. Traffic calming infrastructure also aids in supporting all facility users. Facility types differ based on community needs with many kinds of facilities to consider.

The following section provides examples of bicycle, pedestrian, and traffic calming facilities that help create safe and comfortable public spaces for people of all ages and abilities.

On-Street Facilities

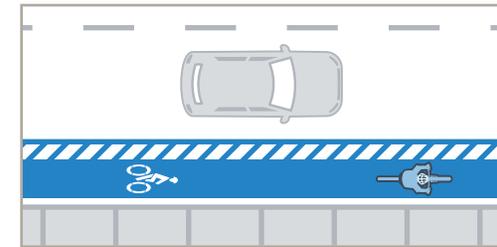
Bike Lane

Bike lanes establish exclusive space for bicyclists by pavement markings and signage. Bike lanes increase user comfort and confidence by creating separation between bicyclists and vehicles. Bike lanes also clearly indicate where interactions between bicyclists and vehicles will occur.



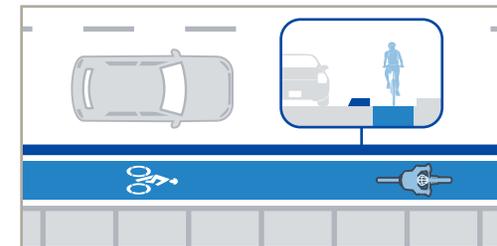
Buffered Bike Lane

Buffered bike lanes are conventional bike lanes with an additional buffer space that provides further separation between the bike lane and motor vehicles. Buffered bike lanes allow bicyclists space to pass one another without nearing the vehicle travel lane. They also give a visual cue to vehicles that bicyclists are expected on the roadway. Buffered bike lanes create an increased sense of safety and attract a wide range of users.



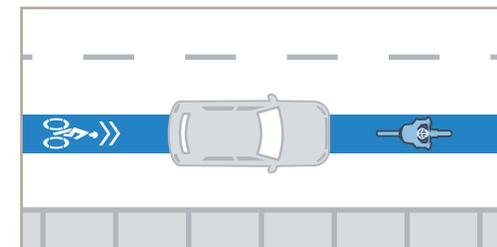
Barrier Separated Bike Lane

Separated bike lanes are physically separated from both the street and the sidewalk using medians, landscape buffers, delineated posts, parked cars, and other methods. Separated bike lanes increase user comfort by eliminating the risk and fear of collisions with moving and parked vehicles. It also discourages parking in the bike lane.



Shared Street

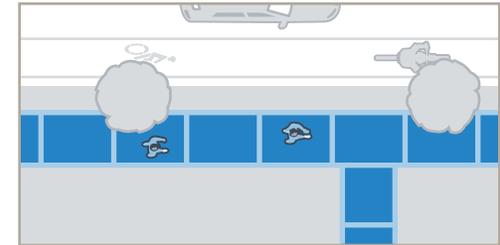
Shared street lane markings (sharrows) designate bicycle facilities where streets are too narrow for conventional bike lanes, or on local, neighborhood streets with low-speed limits. Sharrows indicate that bicyclists will be riding in the vehicle travel lanes. They can also be a useful wayfinding tool. Because bicyclists and vehicles are sharing the same area of the road, shared streets can greatly benefit from traffic calming treatments that reinforce the speed limit.



Off-Street Facilities

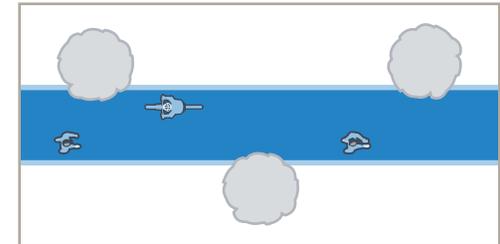
Sidewalk

Sidewalks are a community's front steps. Sidewalks separate foot traffic from vehicle traffic. A landscape buffer is recommended to increase pedestrian safety and comfort. Safe, accessible, and well-maintained sidewalks are a fundamental investment for cities. Sidewalks have the opportunity to create welcoming spaces where pedestrians feel comfortable and confident.



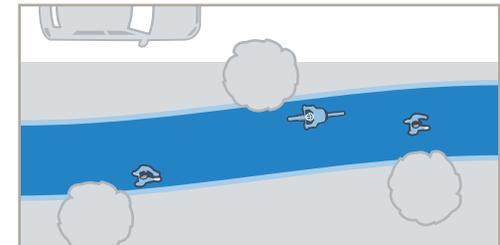
Shared Use Path

Shared use paths provide a space for people to walk, bike, run, and roll where they are physically separated from vehicles. Shared use paths can provide a low-stress, high-comfort environment for a variety of users. Landscape additions around and throughout the path increase user comfort and safety.



Side Path

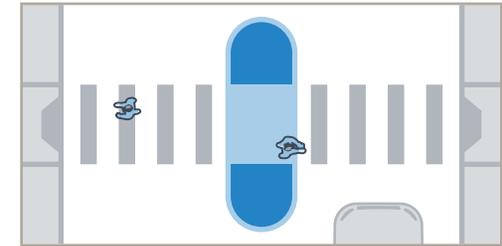
Side paths are similar to shared use paths although they are located closer to the road. They provide a space for people to travel where they are separated from vehicles. Side paths can provide a low-stress, high-comfort environment for a variety of users. Landscape additions around and throughout the path increase user comfort and safety.



Traffic Calming by Facility Type

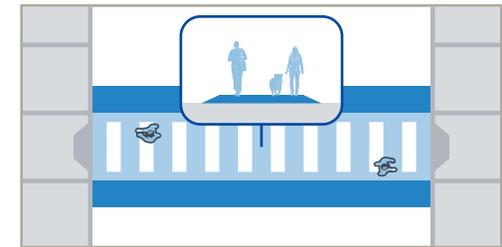
Pedestrian Refuge Island

Pedestrian refuge islands reduce vehicle exposure time to vehicles in an intersection. They offer a safe oasis for pedestrians in the center of a road and can be implemented on both wide and narrow streets. Pedestrian refuge islands increase people's confidence and comfort when crossing high-volume streets.



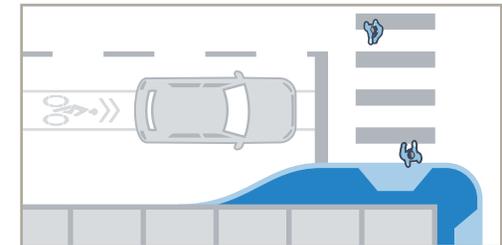
Raised Crosswalk

Raised crosswalks are slightly elevated above the grade of the road and allow pedestrians to cross at grade with the sidewalk. They increase pedestrian visibility and encourage vehicles to yield when approaching the raised crosswalk. Raised crosswalks reduce vehicle speed and enhance the pedestrian crossing environment.



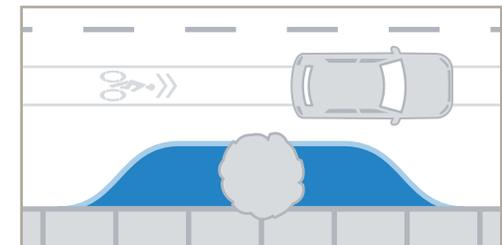
Bulb-out

Bulb-outs create shorter and safer crossings distances for pedestrians and can function as a visual cue to vehicles that they are entering a neighborhood or low-speed area. More compact intersections reduce pedestrian's time spent in travel lanes, slow through and turning traffic near conflict points, and increase visibility for all users. Bulb-outs increase space for landscape opportunities and street furniture. Bulb-outs are effective for a host of street types and sizes.



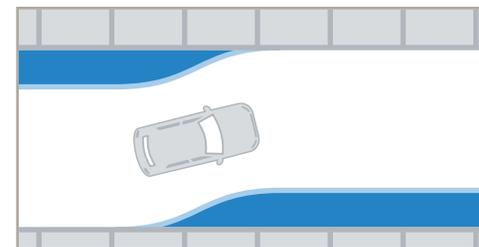
Pinch-point

Pinch-points (curb extensions) visually and physically narrow the roadway, producing safer and shorter crossings for pedestrians. Curb extensions increase pedestrian visibility by aligning pedestrians with the parking lane. They can also be implemented midblock to slow traffic speeds and increase available public space. Pinch-points are designed for a variety of street types and sizes.



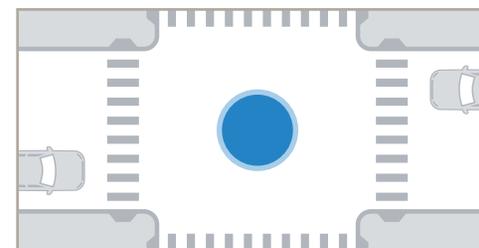
Chicane

Chicanes are created by offset curb extensions and are best for residential or low volume streets. Chicanes slow traffic speeds and create a proactive street design that forces drivers to be more aware and responsive to their environment. Chicanes also increase the amount of public space available on a corridor that can be used for bicycle parking, benches, and other amenities.



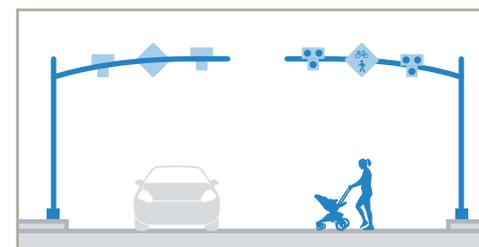
Traffic Circle

Traffic circles reduce vehicle speeds by forcing vehicles to maneuver around them and are commonly used as alternatives to four-way stop signs. Miniature traffic circles are best for lower traffic volumes and minor intersection crossings while larger ones improve traffic flow at busier intersections. They can generate additional space for landscaping, create a more proactive street design for vehicles, and reduce vehicle emissions by eliminating vehicles idling at stop signs.



High-Intensity Activated Crosswalk (HAWK) Signal

HAWK signals are pedestrian activated signals that control traffic to stop completely, often used on roads with high traffic volumes and speeds, and at midblock crossings. The traffic lights are located above the crosswalk and over the travel lanes, which allows vehicles behind the vehicle closest to the pedestrian to know that a person is in the crosswalk.



Rectangular Rapid Flashing Beacon (RRFB)

RRFBs are attached to pedestrian crossing signs to provide added safety at crossings by flashing LED lights that are activated by pedestrians. Placing one in a pedestrian refuge island can enhance visibility and safety. RRFBs are not as effective as HAWK signals and are not recommended for roads with speed limits of 40 mph or above.

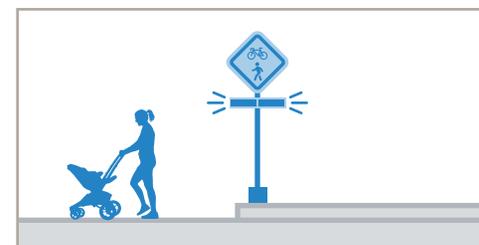
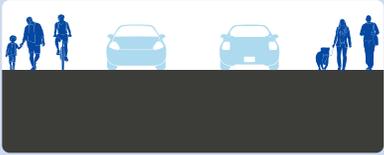


Table 1 provides guidance in choosing pedestrian and bicycle facilities based on a street's basic design and motor vehicle traffic conditions, such as vehicle speed and volume. This table is based on NACTO Designing for All Ages and Abilities guideline (2017) and Urban Bikeway Design Guide (2012). In all cases, engineering judgment is recommended to ensure that the application makes sense for the context of each treatment, given the many complexities of roads.

Facility Type	Cross-section Example	Roadway Context				
		Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	Desired Width
Shared Street		Below 10 mph	Below 1,000	No centerline, or single lane one-way	Pedestrians share the roadway	N/A
Bicycle Boulevard		25 mph or less	1,000 - 2,000	No centerline, or single lane one-way	Less than 50 motor vehicles per hour in the peak direction at peak hr	N/A
Conventional Bike Lane		25 mph	1,500 - 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	6 ft

Facility Type	Cross-section Example	Roadway Context				
		Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	Desired Width
Buffered Bicycle Lane		25 mph	3,000 - 6,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	7 ft for lane and 3 ft for buffer
Protected Bicycle Lane		Greater than 26 mph ¹	6,000 or greater	Multiple lanes per direction	Low curbside activity, or low congestion pressure	7 ft for lane and 3 ft for buffer
Cycle Track		Greater than 26 mph	9,000 or greater	Multiple lanes per direction	Low curbside activity, or low congestion pressure	12 ft for lane and 3 ft for buffer
Shared-Use Path		High-speed limited access roadways, natural corridors, or environments with limited conflicts with vehicles		Any	Low pedestrian volume	12ft for lane and 2 ft for buffer on both sides

Table 1 - Contextual Guidance for Selecting All Ages and Abilities Facility Type

¹ Setting 25 mph as a motor vehicle speed threshold for providing protected bikeways is consistent with many cities' traffic safety and Vision Zero policies. However, some cities use a 30 mph posted speed as a threshold for protected bikeways, consistent with providing Level of Traffic Stress level 2 (LTS 2) that can effectively reduce stress and accommodate more types of riders.

THE NETWORK

The Backbone Network

Several qualitative and quantitative factors went into selecting the proposed backbone network. At the heart of the process was identifying key corridors that would directly connect the most people to the most destinations, including those between the two cities. From their homes', most residents are within a half-mile distance to multiple backbone facilities. In between the front doorstep and the backbone network there are local and neighborhood roads that can provide safe and comfortable walking and biking conditions to and from backbone facilities.

Safety is as important as a direct connection to a facility and a destination. People will not walk or bike along corridors they do not feel safe on. It is a significant factor in selecting a backbone network. Many of the roads that the recommended backbone facilities are located on were identified as unsafe and uncomfortable to walk or bike on by the public and stakeholders. Taking these projects from plan to implementation will help change that fact. To turn these roads into a connected backbone network requires improving the safety and comfort of the existing facilities by adding dedicated and separate space for people to travel along such as paved side paths or buffered bike lanes.

Upgrading the facilities along the backbone network will benefit residents of all ages. Every backbone facility that is located on or adjacent to a road is either completely or partially along a safe route to school. Most connect to parks and existing walking and biking facilities, and they also tie into multiple neighborhoods. Collectively, these recommended projects offer a variety of choice and access to a growing active transportation network that expands beyond Alpine and Highland.

Feedback from the public, officials from Alpine and Highland, and stakeholders was heavily integrated into the project selection process, as was the review of existing conditions which included roadway crash analysis and other safety data.

The following Figure 12 is the backbone facilities map. Recommended projects in blue are intended to be either on-street buffered bike lanes or barrier separated bike lanes. Recommended projects in green are paved side paths if they are located along a road, or paved shared use paths if they are located away from roads. The project numbers that identify each project end in either AH, A, or H. AH is used for projects that are located in both Alpine and Highland, which are projects 1AH – 8AH. The remaining projects are located within individual cities and use the “A” for Alpine and the “H” for Highland.

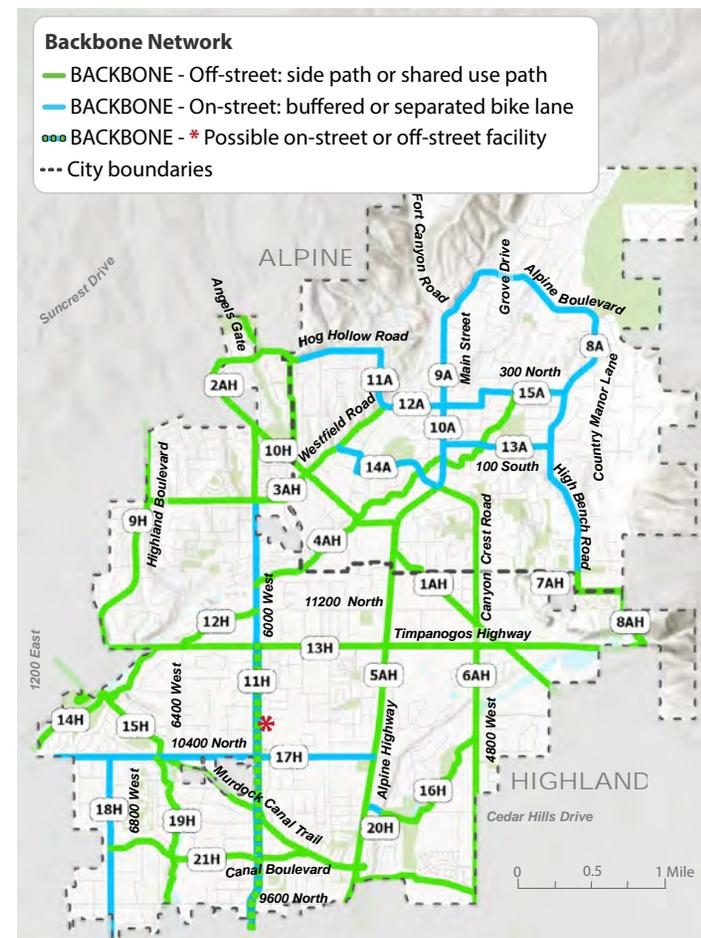


Figure 12 - Recommended Backbone Network

The following Tables 2 and 3 list the backbone network projects for Alpine and Highland.

Alpine Backbone Network			
Project	Location	City	Facility Type
1AH	Power Line Trail: Beacon Hills Park to Cedar Hills	Alpine & Highland	Off-street
2AH	Paved Path: Westfield Rd to Angel's Gate Trailhead	Alpine & Highland	Off-street
3AH	Westfield Rd: Highland Blvd to 200 N	Alpine & Highland	Off-street
4AH	Dry Creek Trail: 6000 W to 300 N in Alpine	Alpine & Highland	Off-street
5AH	5300 W: Highland southern border to Alpine traffic circle	Alpine & Highland	Off-street
6AH	4800 W: Highland southern border to Alpine traffic circle	Alpine & Highland	Off-street
7AH	Smooth Canyon Park connection to Park Dr	Alpine & Highland	Off-street
8AH	Smooth Canyon Park connection to SR 92	Alpine & Highland	Off-street
9A	Alpine Blvd to High Bench Rd – 200 N to Smooth Canyon Park	Alpine	On-street
10A	Alpine Main St: Alpine traffic circle to 200 N	Alpine	On-street
11A	Hog Hollow Rd, 400 West: Pfeifferhorn Dr. to Westfield Rd.	Alpine	On-street
12A	200 N: 200 E to Westfield Rd	Alpine	On-street
14A	West Canyon Crest Rd, Long Dr, Sycamore Ln: Westfield Rd to Alpine traffic circle	Alpine	On-street
15A	300 N: Alpine Blvd to 200 N	Alpine	On-street

Table 2 - Alpine Backbone Network

Highland Backbone Network			
Project	Location	City	Facility Type
1AH	Power Line Trail: Beacon Hills Park to Cedar Hills	Alpine & Highland	Off-street
2AH	Paved Path: Westfield Rd to Angel's Gate Trailhead	Alpine & Highland	Off-street
3AH	Westfield Rd: Highland Blvd to 200 N	Alpine & Highland	Off-street
4AH	Dry Creek Trail: 6000 W to 300 N in Alpine	Alpine & Highland	Off-street
5AH	5300 W: Highland southern border to Alpine traffic circle	Alpine & Highland	Off-street
6AH	4800 W: Highland southern border to Alpine traffic circle	Alpine & Highland	Off-street
7AH	Smooth Canyon Park connection to Park Dr	Alpine & Highland	Off-street
8AH	Smooth Canyon Park connection to SR 92	Alpine & Highland	Off-street
9H	Highland Blvd: SR 92 to Draper	Highland	Off-street
10H	South side of Beacon Hills Park: From Beacon Hills Blvd to Alpine City line	Highland	Off-street
11H	6000 W: Highland southern border to Westfield Rd	Highland	On-street
12H	Dry Creek Trail: From SR 92 to 6000 West	Highland	Off-street
13H	SR 92: Western Highland border to American Fork Canyon	Highland	Off-street
14H	Dry Creek Trail: Highland western border to SR 92	Highland	Off-street
15H	Murdock Canal Trail: Highland western border to Highland eastern border	Highland	Off-street
16H	Highland Canyon Trail: School Park Dr to 4800 W	Highland	Off-street
17H	10400 N: Highland western border to 5300 W	Highland	On-street
18H	6800 W: From Highland southern border to 10400 N	Highland	On-street
19H	Mitchell Hollow Trail: Highland southern border to 10400 N	Highland	Off-street
20H	School Park Dr: From 5300 W to Highland Glen Park	Highland	On-street
21H	Canal Blvd: From 6800 West to Murdock Canal Trail	Highland	Off-street

Table 3 - Highland Backbone Network

Localized Support Facilities

In addition to the core backbone network, this plan also identified recommended local support facilities, which are shown in Figure 13. These recommendations include many neighborhood and local streets as well as some off-street connections. Many of these locations are on streets that are shorter in length, bend and curve, and have lower traffic volumes and lower vehicle speeds. Like the backbone network, the local support facility recommendations overlap with safe routes to school in Alpine and Highland. Improving the comfort and safety along these streets will ensure walking and biking trips can be made throughout both communities along continuous safe and comfortable facilities.

The local support network can be integrated into the larger active transportation system by utilizing various traffic calming techniques, including narrowing travel lanes by restriping, adding bike and pedestrian friendly signage, and constructing raised crosswalks. Improving the comfort and feeling of safety along local support facilities may not involve large infrastructure improvements, such as the addition of a paved 12-foot side path. Instead, context-sensitive clues can provide insight into what minor and area-specific improvements can reduce vehicle speeds, increase driver awareness, and support comfortable and safe facilities.

The following Tables 4 and 5 list the local support network facilities for Alpine and Highland.

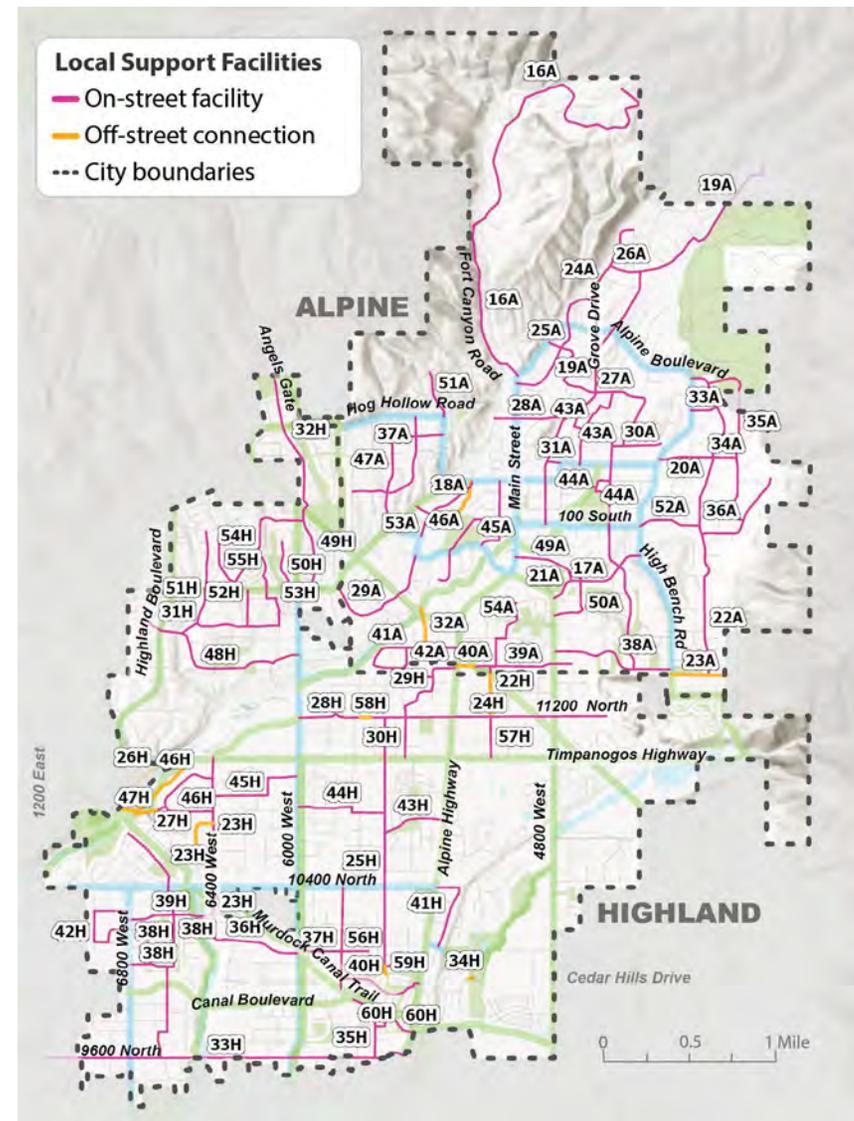


Figure 13 - Recommended Localized Support Facilities

Alpine					
Project	Location	Facility Type	Project	Location	Facility Type
16A	Fort Canyon Rd	On-street	36A	Preston Dr	On-street
17A	Bristol Ct / 600 E / S Ridge Ln	On-street	37A	Blue Spruce Rd including new road connection	On-street
18A	200 N to Burgess Park	Off-street	38A	Healy Blvd	On-street
19A	200 E / Grove Dr / N Grove Dr	On-street	39A	Allegheny Way	On-street
20A	Country Manor Ln	On-street	40A	Connection from Allegheny Way to Alpine Hwy	Off-street
21A	S Ridge Dr	On-street	41A	800 S to new road connection to 630 W	On-street
22A	New Rd connecting north and south Country Manor Lane	On-street	42A	630 W	On-street
23A	South side of Smooth Canyon Park to foothills	Off-street	43A	Wilderness Dr / Mountainville Dr / Mountainville Cir	On-street
24A	Elkridge Ln	On-street	44A	100 N / 200 N west of 600 E	On-street
25A	East View Ln to new road connecting to N Main St	On-street	45A	100 W to Canyon Crest Dr	On-street
26A	Kathrine Way	On-street	46A	Parkway Dr to River Cir	On-street
27A	Eastview Dr / Coventry Dr	On-street	47A	Lupine Dr / Sunrise Dr to Wesfield Rd	On-street
28A	Pioneer Dr to new road connecting to North Whitby Woodlands Dr	On-street	48A	Daily Dr	On-street
29A	Long Dr to new road connecting to Westfield Rd	On-street	49A	Red Pine Dr	On-street
30A	Canterbury Ln	On-street	50A	Ponderosa Dr / Pheasant Ridge Dr	On-street
31A	300 N from 300 E to 200 E	On-street	51A	Eagleview Dr to 600 N	On-street
32A	523 S 800 S to Dry Creek	Off-street	52A	E Village Way	On-street
33A	Fox Meadows Ln	On-street	53A	S Long Dr to new road connecting to 200 N	On-street
34A	300 N from Alpine Blvd to Bald Mountain Dr	On-street	54A	Andres Dr / Sunset Dr / Rocky Mountain Dr to Cascade Ave	On-street
35A	Bald Mountain Dr to new road connecting to Country Manor Ln	On-street			

Table 4 - Alpine Local Support Facilities

Highland					
Project	Location	Facility Type	Project	Location	Facility Type
22H	11200 N / 5100 W to Rachel McTeer Park	Off-street	42H	W 10800 N / N 6960 W / W 10205 N	On-street
23H	6400 W	On-street	43H	W Town Center Pkwy	On-street
24H	11200 N	On-street	44H	W 10800 N / 10770 N	On-street
25H	5600 W / 10300 N from 11200 N to Alpine Hwy	On-street	45H	W 10830 N / Reisner Dr	On-street
26H	Path around Dry Creek Reservoir	Off-street	46H	W Stevens Ln	On-street
27H	6400 W to Avery Ave	Off-street	47H	Kaitlyn Cir to Murdock Canal Trail	Off-street
28H	Andrew Dr / 11200 N to 6000 W	On-street	48H	Bull River Rd	On-street
29H	Woodland Dr / 500 W	On-street	49H	Beacon Hill Blvd	On-street
30H	N 550 W St from Timpanogos Hwy to 11200 N	On-street	50H	Athena Dr / Chamberry Ct	On-street
31H	Saltaire Dr / Sunrise Dr	On-street	51H	Saltaire Dr	On-street
32H	Light House Dr / Angels Gate	On-street	52H	N 6240 W	On-street
33H	9600 N	On-street	53H	Grand Flats Rd / N 6150 W / N Apollo Way	On-street
34H	Knight Ave to Meadow Ln	Off-street	54H	Cyprus Dr	On-street
35H	N 5650 W	On-street	55H	N Atlas Dr	On-street
36H	Hidden Pond Dr / W 10150 N	On-street	56H	W 10100 N	On-street
37H	Mountain Ridge Way / N 5800 W	On-street	57H	N 5100 W	On-street
38H	Canterbury Lane / W 20030 N / N 6690 N / W 10050 N / N 6670 W	On-street	58H	W 11200 N to Andrew Dr	Off-street
39H	W 10250 N	On-street	59H	N Mountain Ridge Ln to Windson Meadows Trail	Off-street
40H	Windsor Park Dr	On-street	60H	W 9700 N / W 9800 N / Windsor Meadow Trail	On-street
41H	W J Legrand Adamson Way / Mystic Dr	On-street			

Table 5 - Highland Local Support Facilities

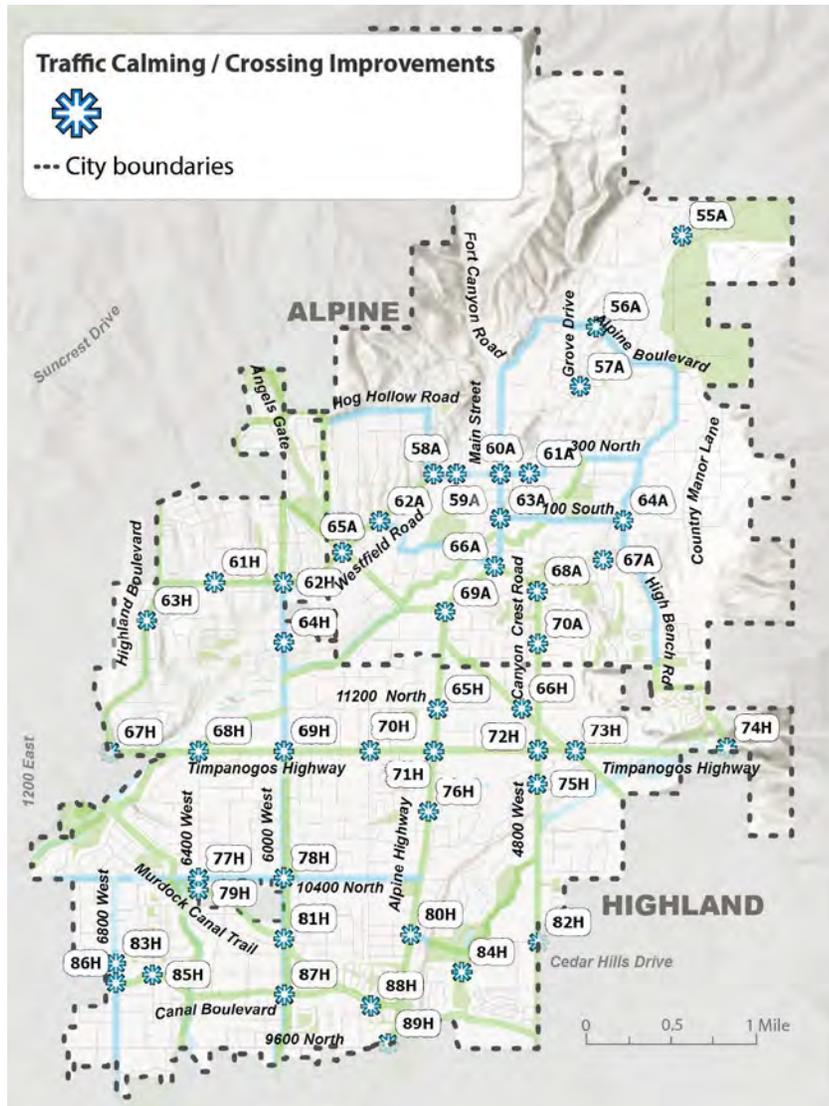


Figure 14 - Recommended Traffic Calming / Improved Pedestrian Crossing Locations

Traffic Calming and Improved Pedestrian Crossing Locations

Throughout the study, multiple locations were identified that would benefit from improved pedestrian and bicycle crossings or other traffic calming measures. Similar to the backbone and local support network, these locations were identified through existing conditions analysis and listening to residents and local stakeholders, including the members of The Alpine School District. The study team was also in communication with several school principals in Alpine and Highland, and they offered their insight and knowledge into areas that concerned them.

Like the recommended local support facilities, there are no specific treatments or improvements recommended for these locations; rather, these have been identified as areas of concern. In the future each community may identify context-appropriate traffic calming techniques that will improve the safety and comfort for those walking and biking.

Highland, specifically, is in the process of producing a traffic calming toolkit. Once finalized, this document will help identify appropriate treatments that work well within the city.

Figure 14 shows the locations of the recommended traffic calming or crossing improvements. The project numbering is followed by an “A” for projects in Alpine and an “H” for projects located in Highland.

The following Tables 6 and 7 list the recommended traffic calming / crossing improvement locations for Alpine and Highland.

Alpine Traffic Calming Recommendations	
Project	Location
55A	Approx. Grove Dr / Oakridge Dr / E Grove Dr
56A	N Grove Dr and Heritage Hills Dr/ Alpine Blvd
57A	N Grove Dr and East View Dr / 770 St
58A	Westfield Rd and 200 N / 400 W
59A	200 N and Deerfield Dr
60A	Main St and 200 N
61A	200 N and 200 E
62A	Westfield Rd and Sycamore Ln
63A	Main St and 100 S
64A	Alpine Blvd and 100 S / Village Way
65A	Westfield Rd and Ranch Dr
66A	Alpine roundabout
67A	Ridge Dr and 600 E / Ridge Ln
68A	Canyon Crest Rd and Ridge Dr
69A	Alpine Hwy at Burgess Orchards
70A	Canyon Crest Rd and Healey Blvd

Table 6 - Alpine Traffic Calming Recommendations

Highland Traffic Calming Recommendations			
Project	Location	Project	Location
61H	W 11800 N / Westfield Rd	76H	Alpine Hwy and Town Center Pkwy / 10700 N
62H	6000 W and 11800 N / Westfield Rd	77H	6400 W and 10400 N
63H	Highland Boulevard and Dry Hollow Ln / Bull River Rd	78H	6000 W and 10400 N
64H	600 W between Gable Ridge Ct and Bull River Rd	79H	6400 W and Murdock Canal Trail
65H	Alpine Hwy and 11200 N	80H	Alpine Hwy and School Park Dr
66H	11200 N and Sampson Dr	81H	6000 W and Murdock Canal Trail
67H	Timpanogos Hwy and Highland Blvd	82H	4800 W and Cedar Hills Dr
68H	Timpanogos Hwy and 6400 W / 11040 St	83H	10025 N 6800 W
69H	Timpanogos Hwy and 6000 W	84H	Knight Ave pedestrian crossing
70H	Timpanogos Hwy and 5600 W	85H	9860 N / Madison Ave and 6610 W
71H	Timpanogos Hwy and Alpine Hwy	86H	6800 W and 9900 N / Madison Ave
72H	Timpanogos Hwy and N Country Blvd	87H	6000 W and Canal Blvd
73H	Timpanogos Hwy at the Powerline Trail / 4679 W Wasatch Dr	88H	Canal Blvd and Windsor Meadows Trail
74H	Timpanogos Hwy / Bonneville Shoreline & N Canyon Rd	89H	Alpine Hwy and Canal Blvd
75H	N Country Blvd and Country Club Dr		

Table 7 - Highland Traffic Calming Recommendations

Priority Projects

Planning level cost and maintenance assumptions were developed for five of the backbone projects, which are shown in Figure 15. Together, these five projects provide core connectivity between Alpine and Highland. Alpine Highway and 6000 West provide north south access across Timpanogos Highway, which is a major barrier, and both connect directly to the Murdock Canal Trail. Project 10A is a section of Main Street in Alpine from the roundabout to 200 North. This core community street is home to many businesses, two schools, City Hall, and Legacy Park. 200 North provides direct access to Westfield Road, where a paved side path is recommended to provide separation between vehicles and people walking and biking. For the on-street facilities along Main Street, 200 North, and 6000 West, costs have been prepared for both buffered bike lanes and curb or barrier separated bike lanes. In addition, cost has been prepared for installation of a side path on 6000 West from Timpanogos Highway to the southern border of Highland. Canyon Crest Road would also be included in the group of projects that received cost and maintenance assumptions; however, active transportation facilities have already been planned for this corridor and are currently being designed.

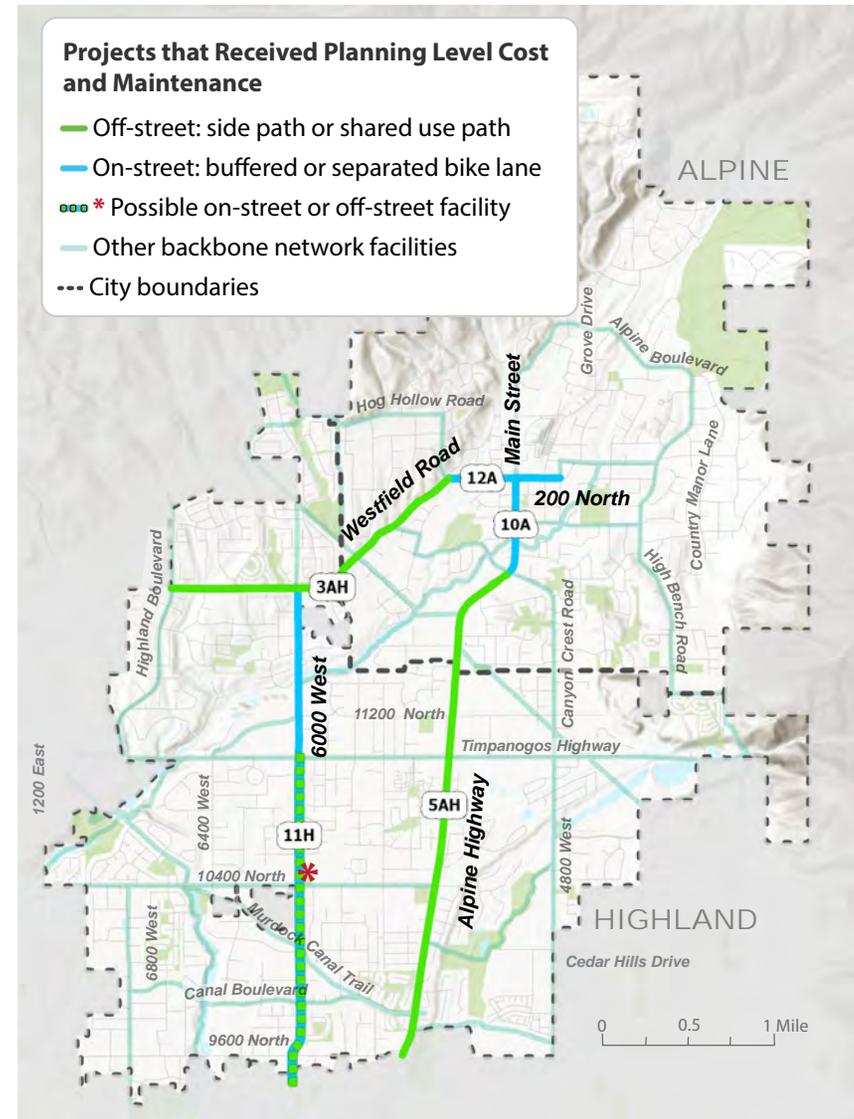


Figure 15 - Projects that Received Planning Level Cost

UDOT Roads

There are three UDOT owned roads between Alpine and Highland: Timpanogos Highway, Alpine Highway, and 4800 West. These roads provide fast movement for vehicles and connect motorists to regional destinations. These same roads create substantial barriers for people who would otherwise choose to travel by walking or biking. This includes the young and old driverless population, potential recreationalists, and many community members who would like to commute to work or reach other daily destinations without the use of a vehicle.

The large amount of written responses received through the public survey conducted for this active transportation plan confirmed that this is true for Alpine and Highland. A majority of concerns voiced from the public were geographically connected to UDOT facilities. Timpanogos Highway was frequently referenced as an unbreachable obstacle when it came to children, families, or adults. Creating they could safely and comfortably cross this road or travel along it

Figure 16 shows the recommended projects that intersect or are located along UDOT roads. Many of the recommended projects are either located along or intersect these three UDOT roads, including multiple side paths and shared use paths. These types of facilities are assumed to be of the highest comfort level, but portions of these facilities can be low comfort due to the proximity to wide vehicle travel lanes that experience high speeds and high levels of traffic from personal vehicles as well as multiple axle trucks.

The majority of people who choose to, or desire to walk or bike are not comfortable in high-stress, low-comfort situations that put themselves or others they are traveling with in potential conflict with traffic moving within these conditions. UDOT has made a commitment to prioritize moving people above just motor vehicles. Moving forward, they should be involved with all plans, studies, and designs that will be impacted by their facilities.

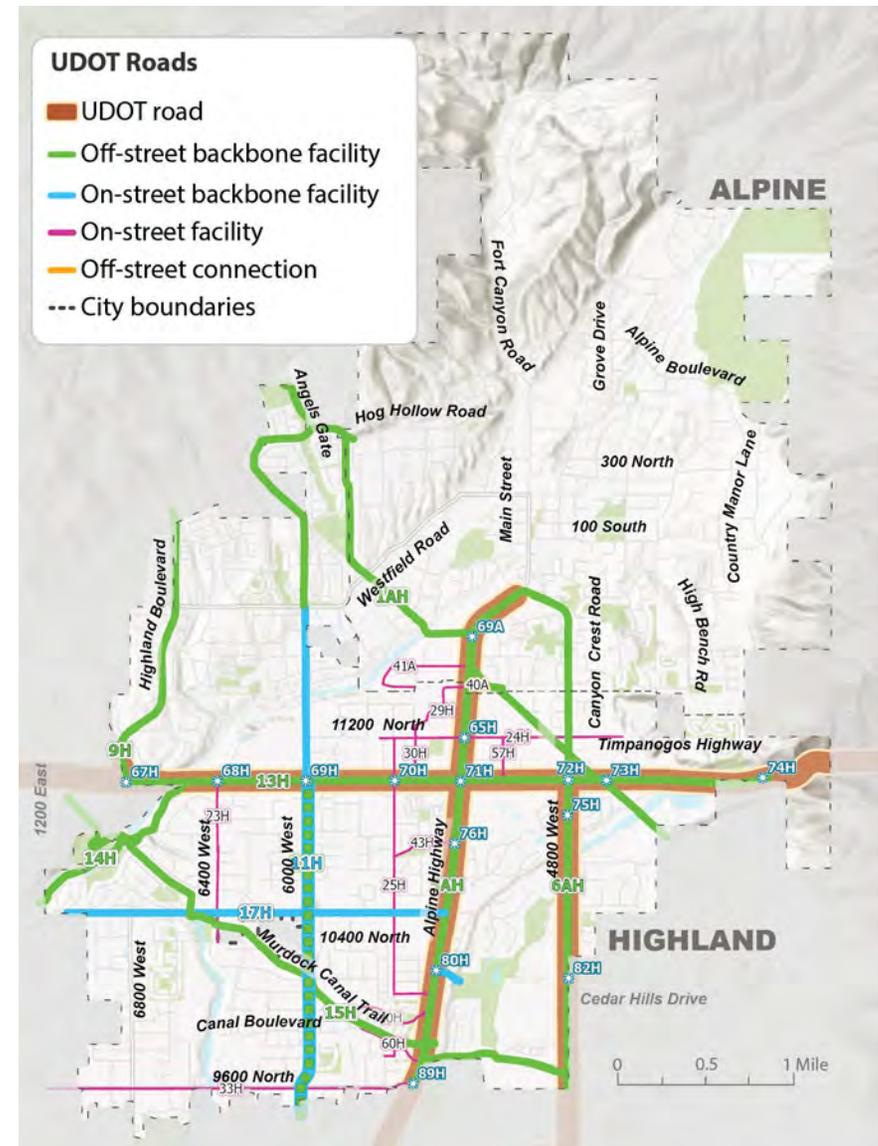


Figure 16 - UDOT Roads and Recommended Projects

All Recommended Projects

Figure 17 is the complete map of all recommended projects for Alpine and Highland. This map shows the full backbone network and the complementary local network, both of which include on-street and off-street facilities. The traffic calming/crossing improvement locations are also shown in Figure 17.

The combination of these projects in their entirety is intended to unite the two cities through a seamless, continuous, and easily accessible network of walking and biking facilities. This project list is a blueprint for Alpine and Highland to create a transportation system that provides safe passage for people of all ages and abilities to all regional destinations when walking and biking.

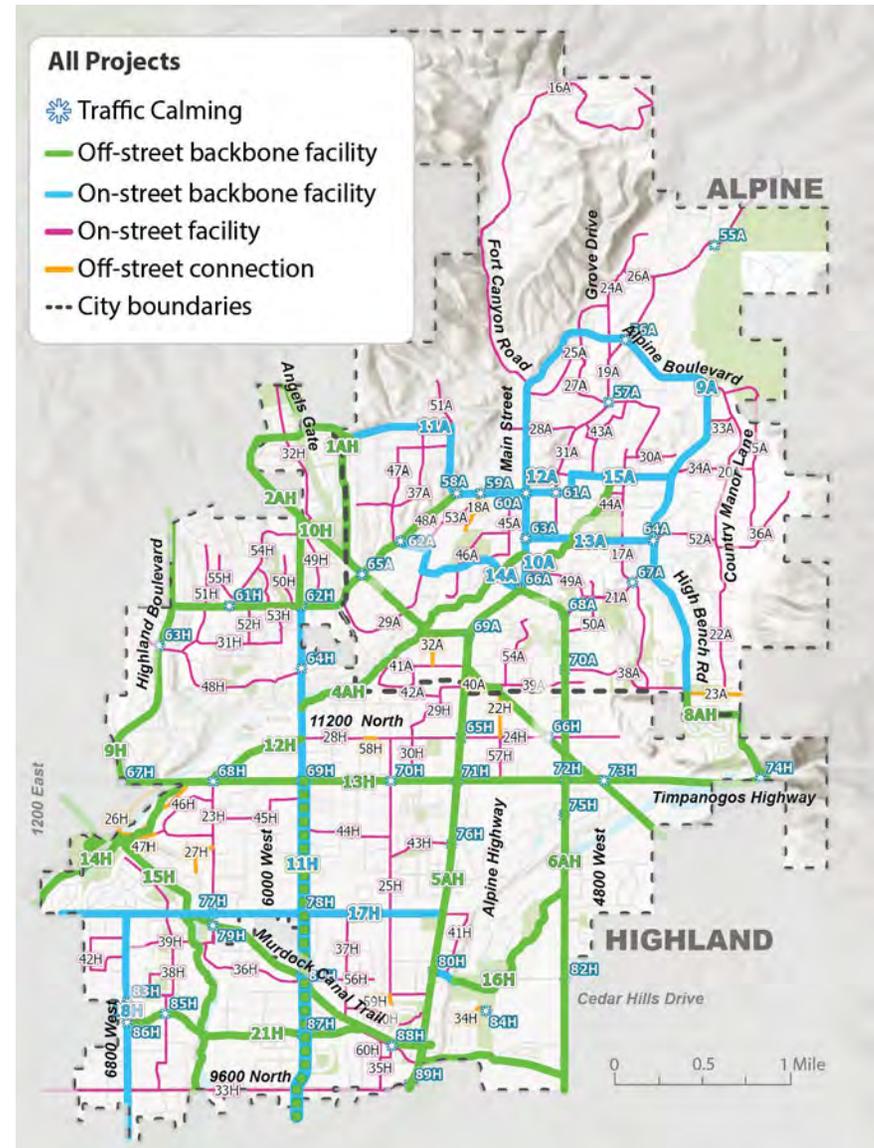


Figure 17 - Map of Complete Recommended Project List

CONNECTING LAND USE AND ACTIVE TRANSPORTATION

FHWA provides insightful and valuable guidelines that should be frequently referenced and used as a touchstone. These are guidelines for creating a practical walking and biking network that is well received by communities, produces a high return on investment, and is sustainable and resilient in the long term. Figure 18 identifies seven top criteria necessary to produce an active transportation network that will serve the greatest amount of people, according to FHWA.

However, this guidance will not produce successful results for communities if it is viewed and executed in isolation. Basic, everyday origins and destinations should be thoroughly integrated into the active transportation network to create a connected and cohesive system that benefits the majority of the community. Active transportation facilities need to be closely integrated into surrounding land use, and, inversely, the surrounding land use needs to be integrated with a community's active transportation facilities.

All of FHWA's criteria: safety, comfort, connectivity, directness, attractiveness, cohesion, and unbroken flow - will only serve a niche demographic of the whole population if the walking and biking facilities are not accessible to and from practical everyday destinations. Schools, grocery stores, parks, community centers, ice cream shops, etc. should all be accessible through an active transportation network that considers all community members.



Safety
People are separated from vehicles and points of conflict are limited



Comfort
A qualitative component of safety, it identifies how people feel on the facility



Connectivity
The greater walking and biking network is accessible, links to destinations, and lacks gaps or barriers



Directness
Routes minimize out-of-the-way travel and optimize the shortest distance



Attractiveness
The environment is welcoming for diverse users of all ages and abilities



Cohesion
Facilities are within a walkable distance and intersecting routes are at reasonable intervals



Unbroken Flow
Long crossings are limited and transitions between facilities include intuitive wayfinding

Sources: FHWA and League of American Bicyclists

Figure 18- Map of Compete Recommended Project List

Table 8 is a summary of the cost assumptions and planning level maintenance cost is discussed in the paragraph below. The complete cost breakdown can be found in Appendix C, and includes items like pedestrian ramps, concrete curbing, removal of existing sidewalk, pavement striping and messaging, and contingencies.

Project	Road	City	Facility	Cost
11H	6000 West	Highland	Side Path	\$806,340.66
11H	6000 West	Highland	Curb Separated Bike Lane	\$1,322,735.84
11H	6000 West	Highland	Buffered Bike Lane	\$575,371.50
12A	200 North	Alpine	Curb Separated Bike Lane	\$156,489.80
12A	200 North	Alpine	Buffered Bike Lane	\$67,335.54
10A	Main Street	Alpine	Curb Separated Bike Lane	\$136,532.00
10A	Main Street	Alpine	Buffered Bike Lane	\$62,258.65
5AH	Alpine Highway	Alpine/Highland	Side Path	\$1,399,347.83
3AH	Westfield Road / 1100 N	Alpine/Highland	Side Path	\$911,476.48

Table 8 - Cost Assumptions

Maintenance costs will vary depending on the facility type. Barrier separated facilities and side paths require different regular maintenance than buffered bike lanes, which may require mostly painting and restriping, clearing of debris, and snow removal. How each city budgets and approaches snow removal can have a large influence on cost. Traffic calming techniques, like raised crosswalks and bulbouts, and other safety measures, such as planter boxes used as protective barriers from vehicles can also impact the maintenance cost. The general, planning level cost estimate for the range of recommended walking and biking facilities is between \$5,000 and \$15,000 per mile per year.

CROSS SECTIONS

The following cross sections are based off of the standard engineering cross sections used for Alpine and Highland. These cross sections in Figure 16-26 include buffered bike lanes, barrier separated bike lanes, and side paths, all of which are high-comfort facilities. The cross sections that incorporate a paved side path maintain the same right-of way (ROW) shown in each City's standard drawings, however, the road width has been reduced to reallocate space for the side path. These cross sections are intended as general recommendations on how existing ROW within each city can be repurposed to accommodate improved walking and biking facilities.

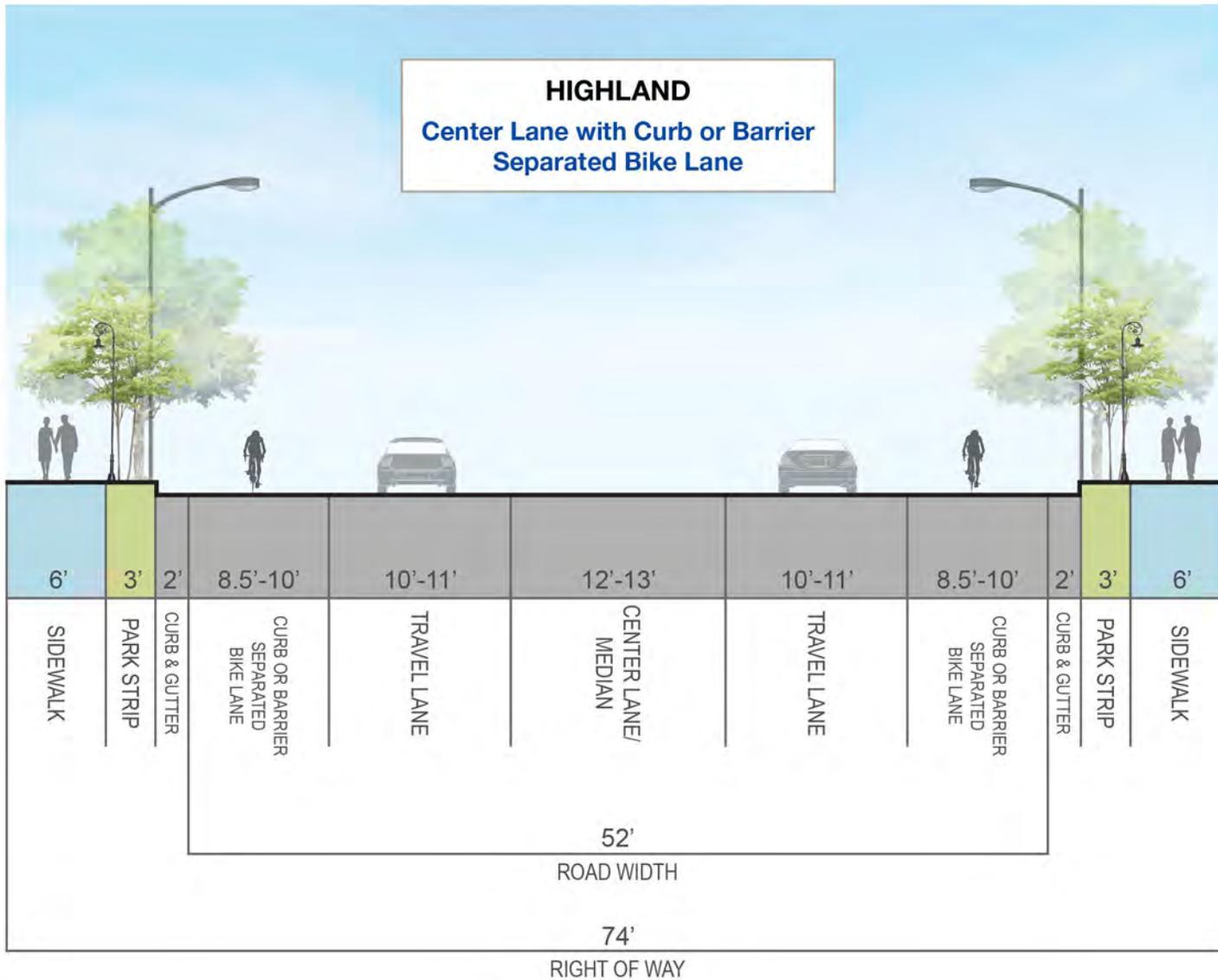


Figure 19 - Center Lane with Curb or Barrier Separated Bike Lane

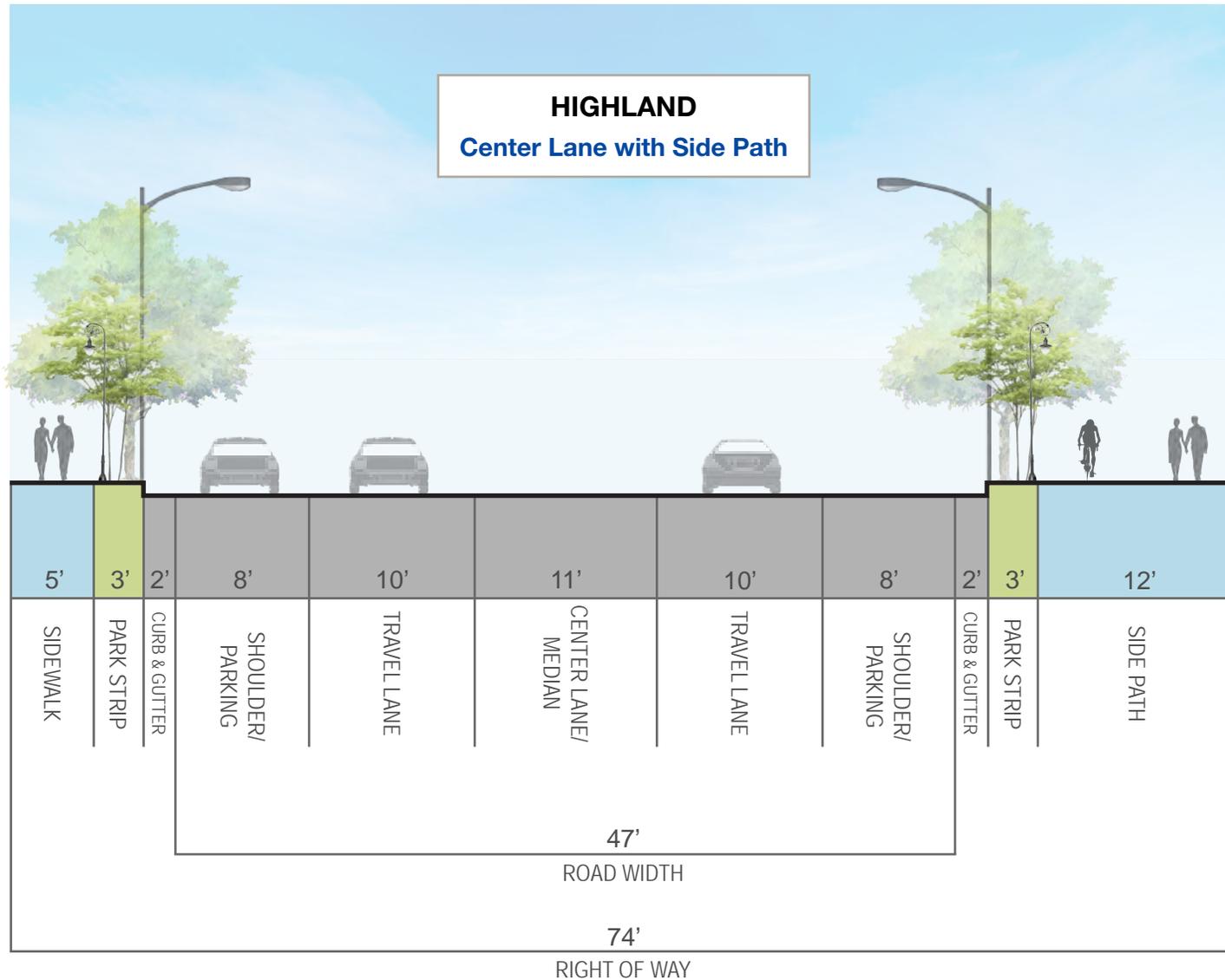


Figure 20 - Center Lane with Side Path

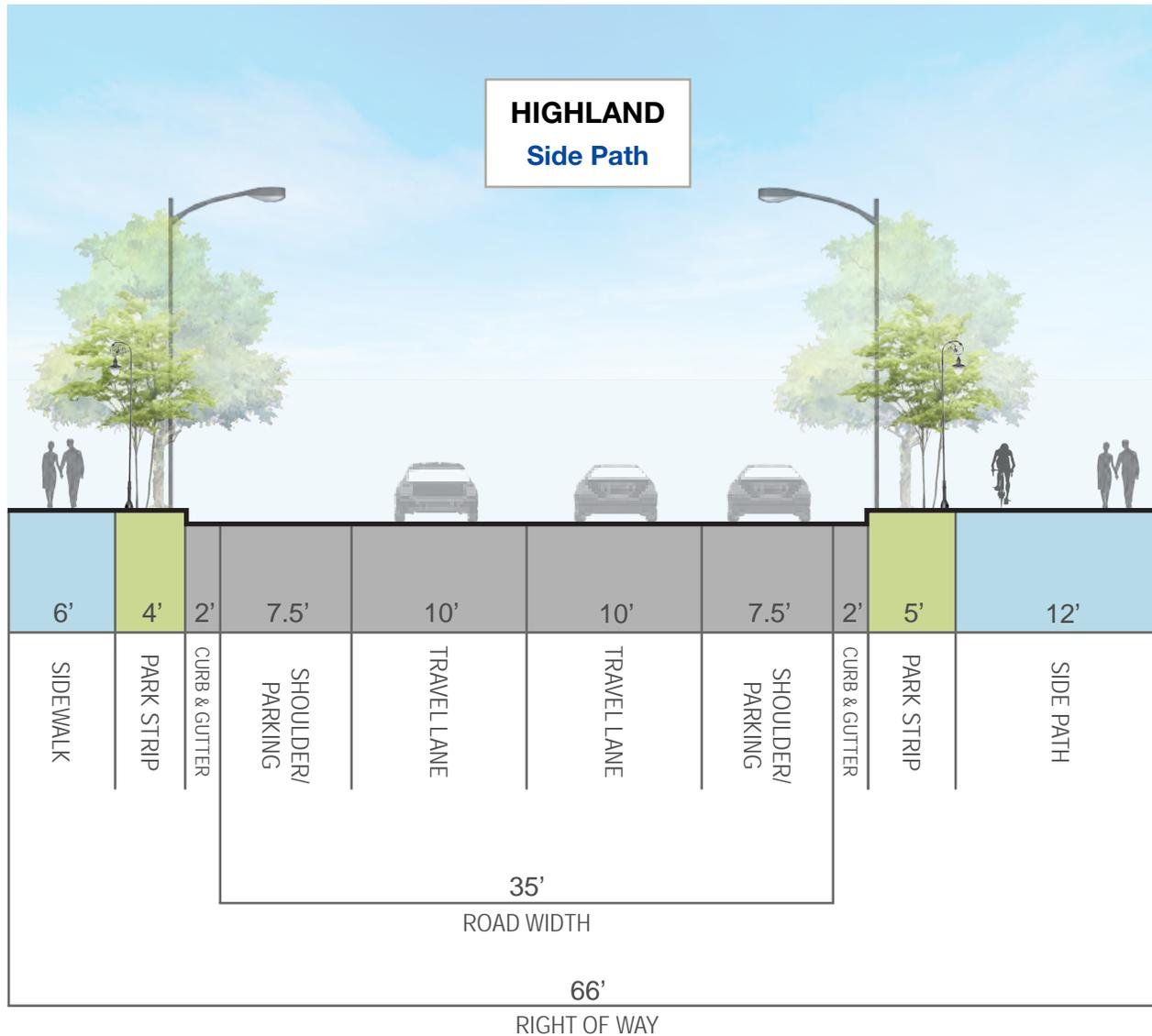


Figure 21 - Side Path

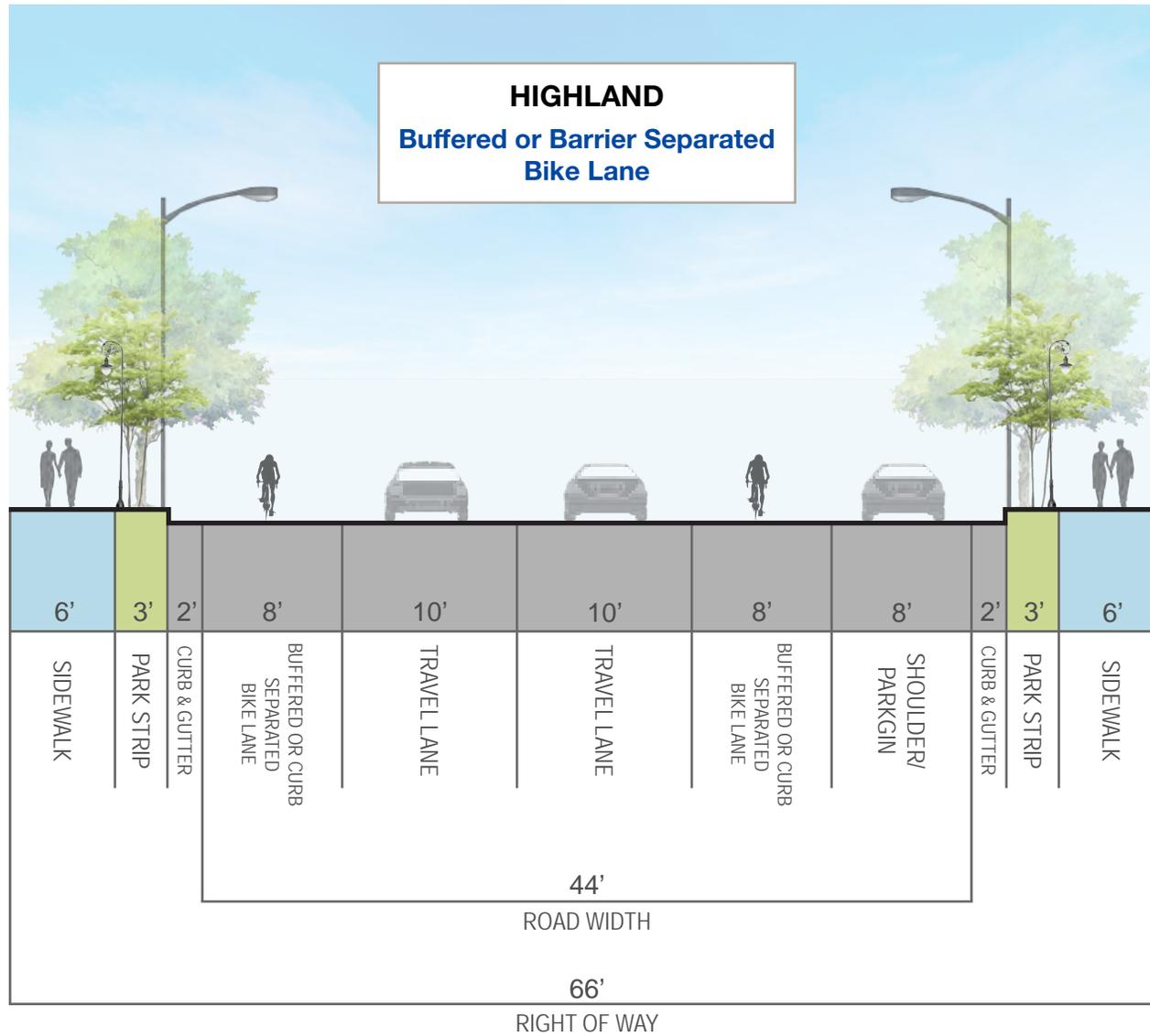


Figure 22 - Buffered or Barrier Separated Bike Lane

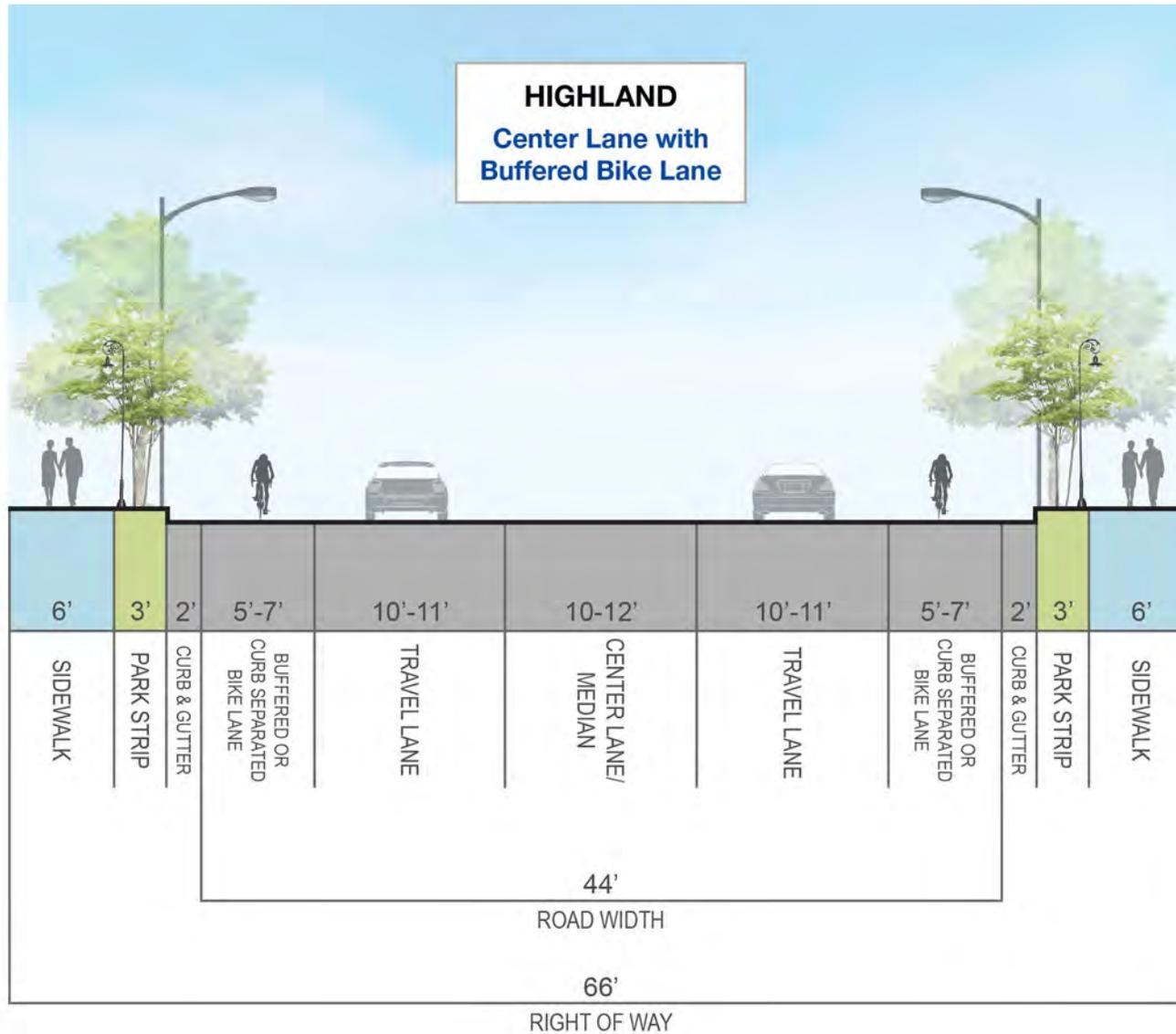


Figure 23 - Center Lane with Buffered Bike Lane

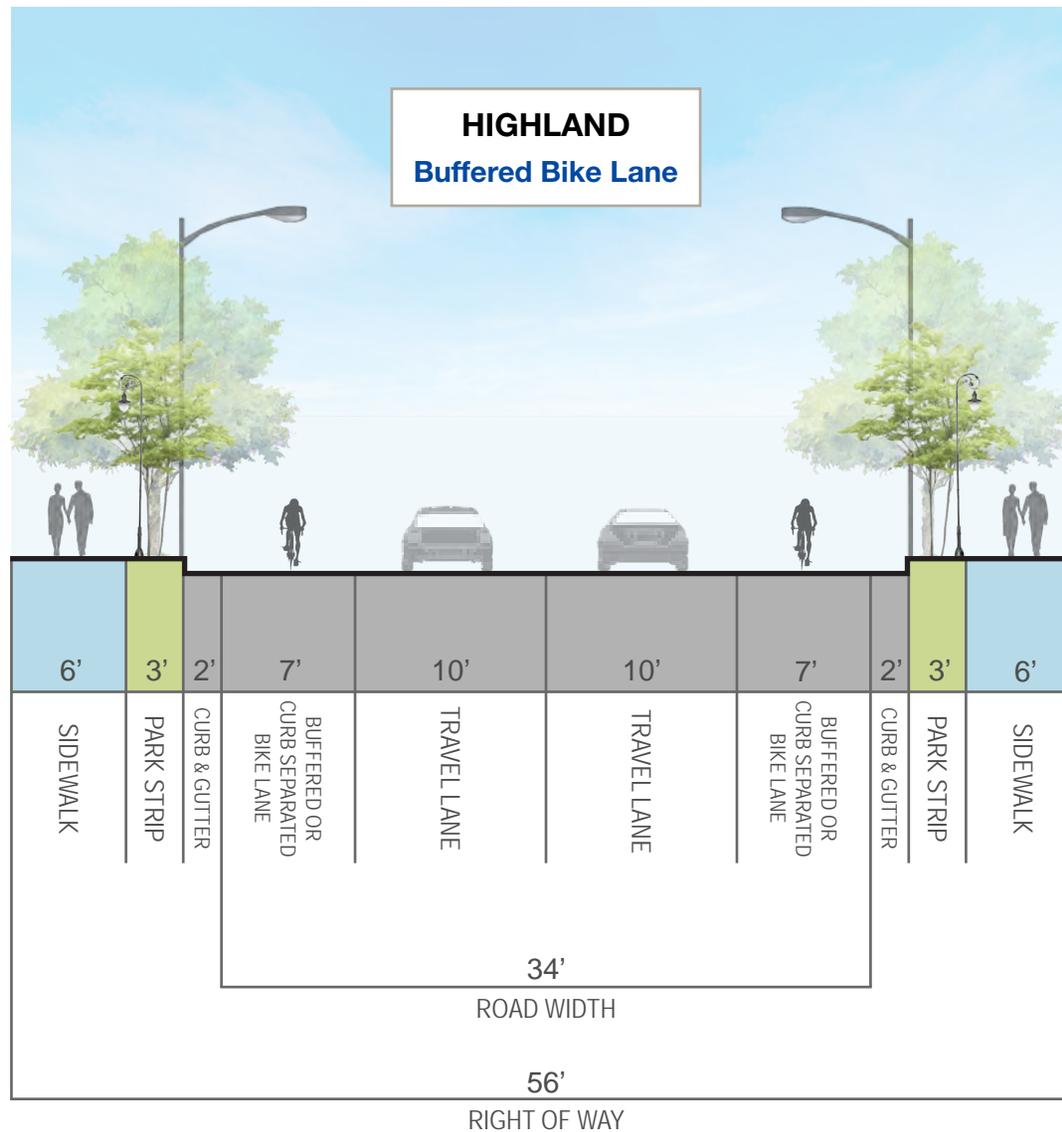


Figure 24 - Buffered Bike Lane

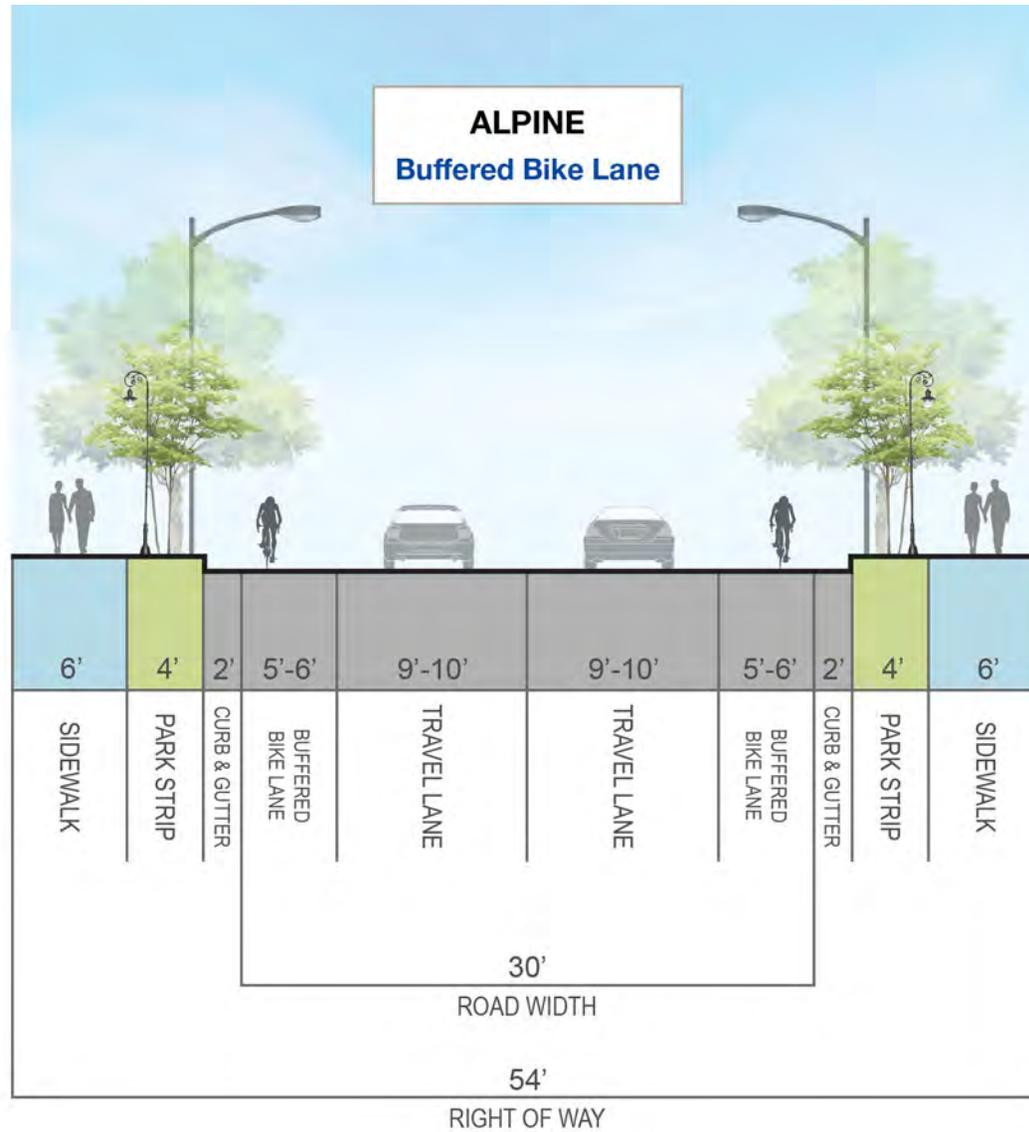


Figure 25 - Buffered Bike Lane

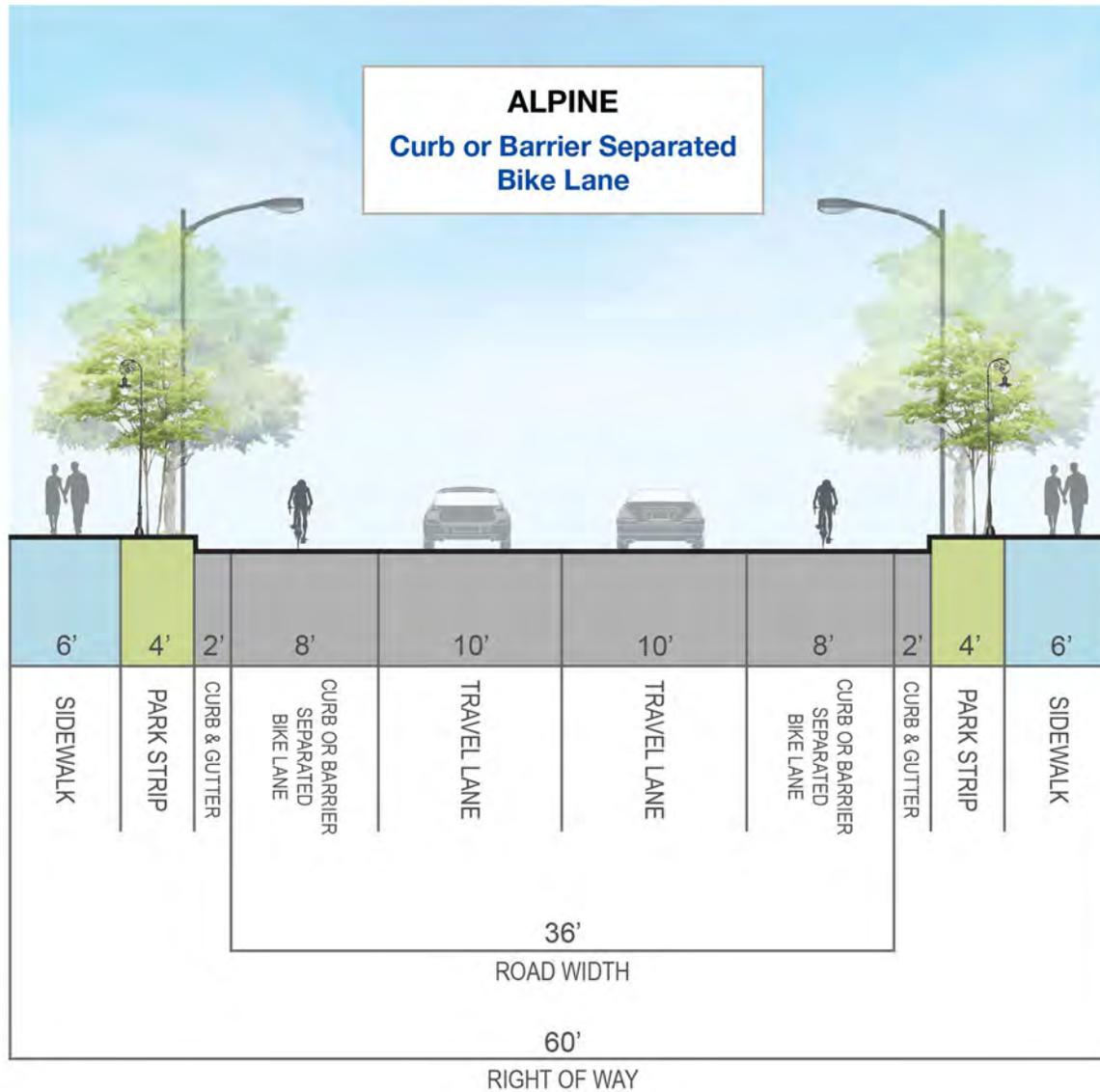


Figure 26 - Curb or Barrier Separated Bike Lane

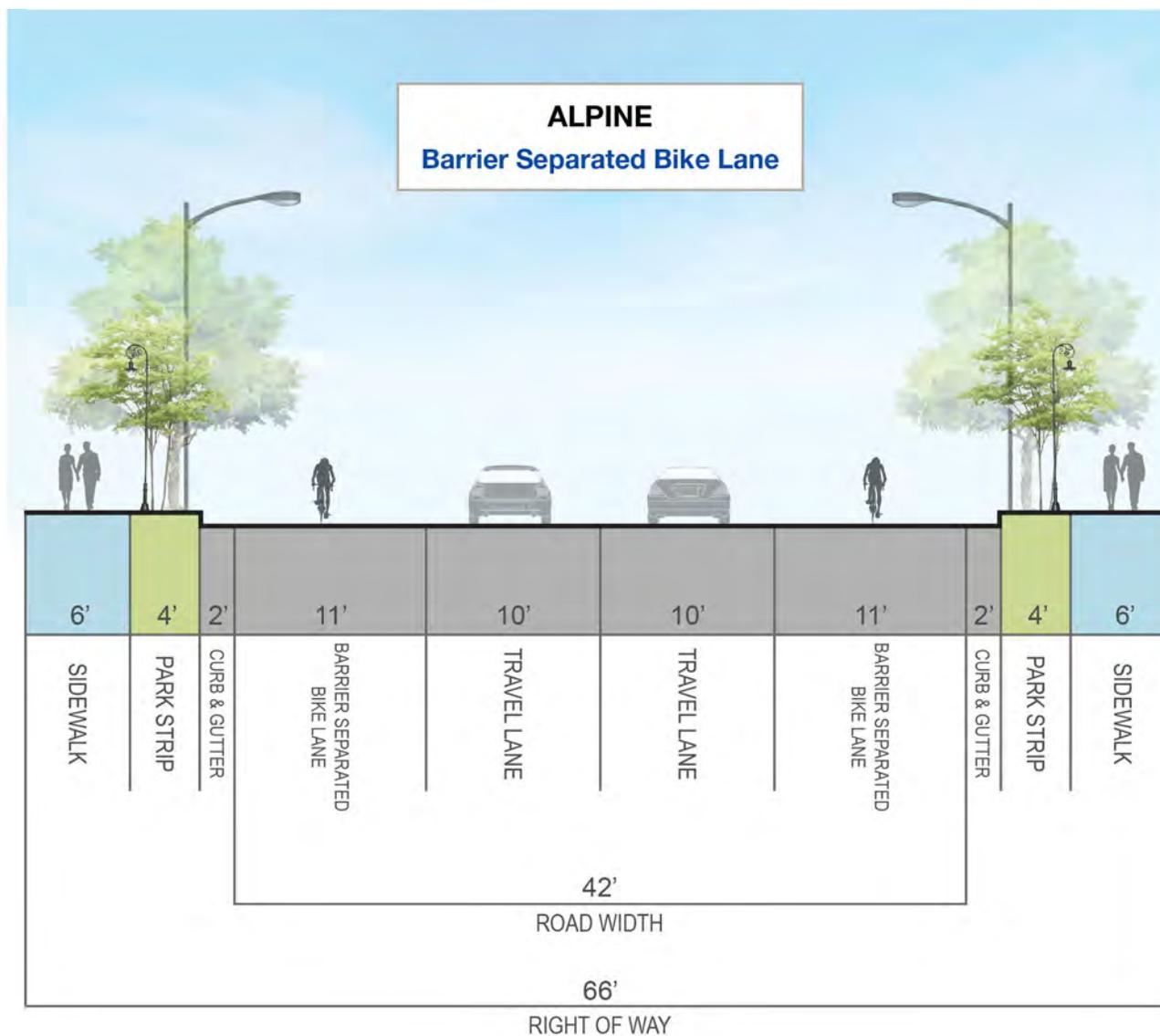


Figure 27 - Barrier Separated Bike Lane

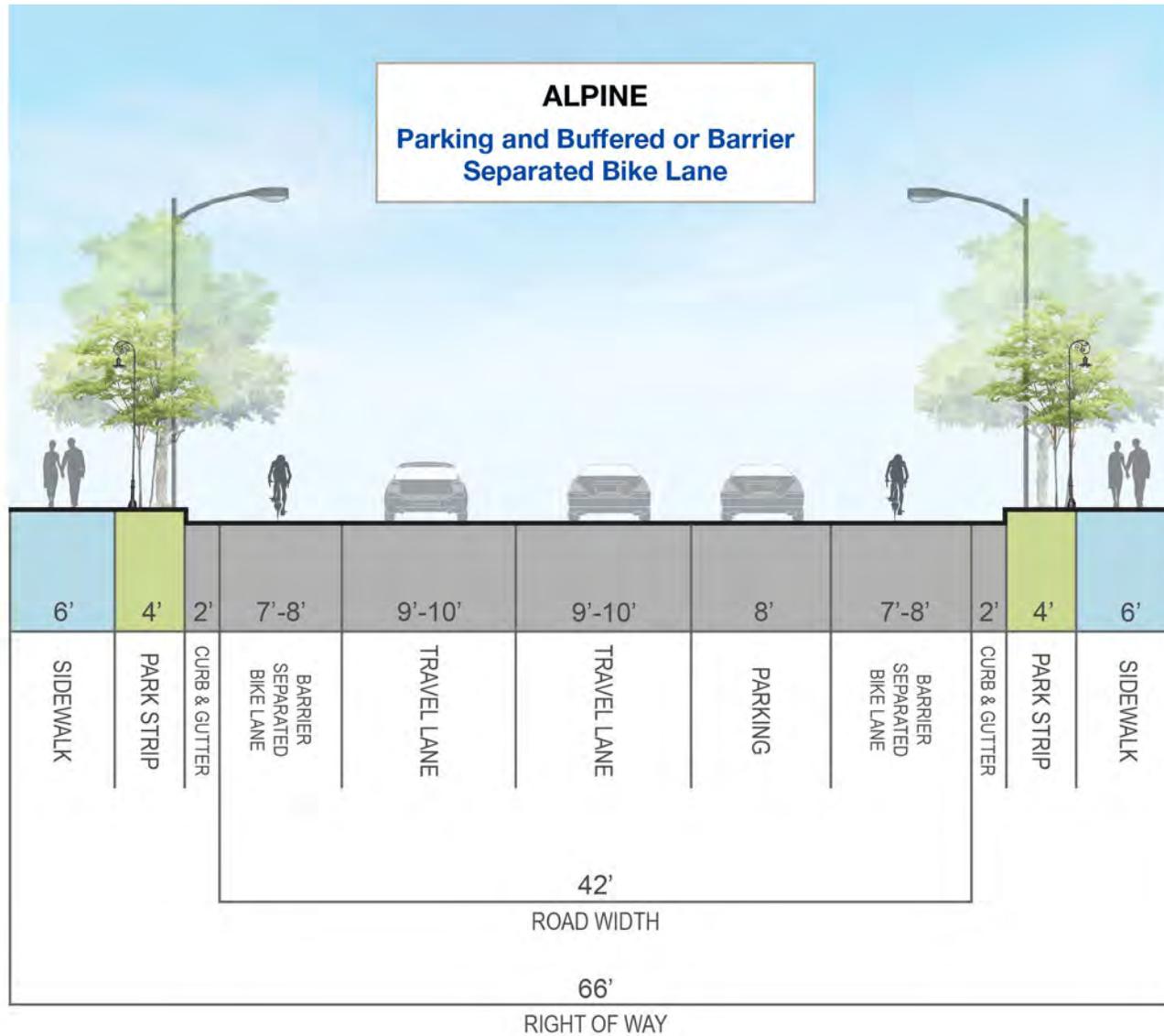


Figure 28 - Parking and Buffered or Barrier Separated Bike Lane

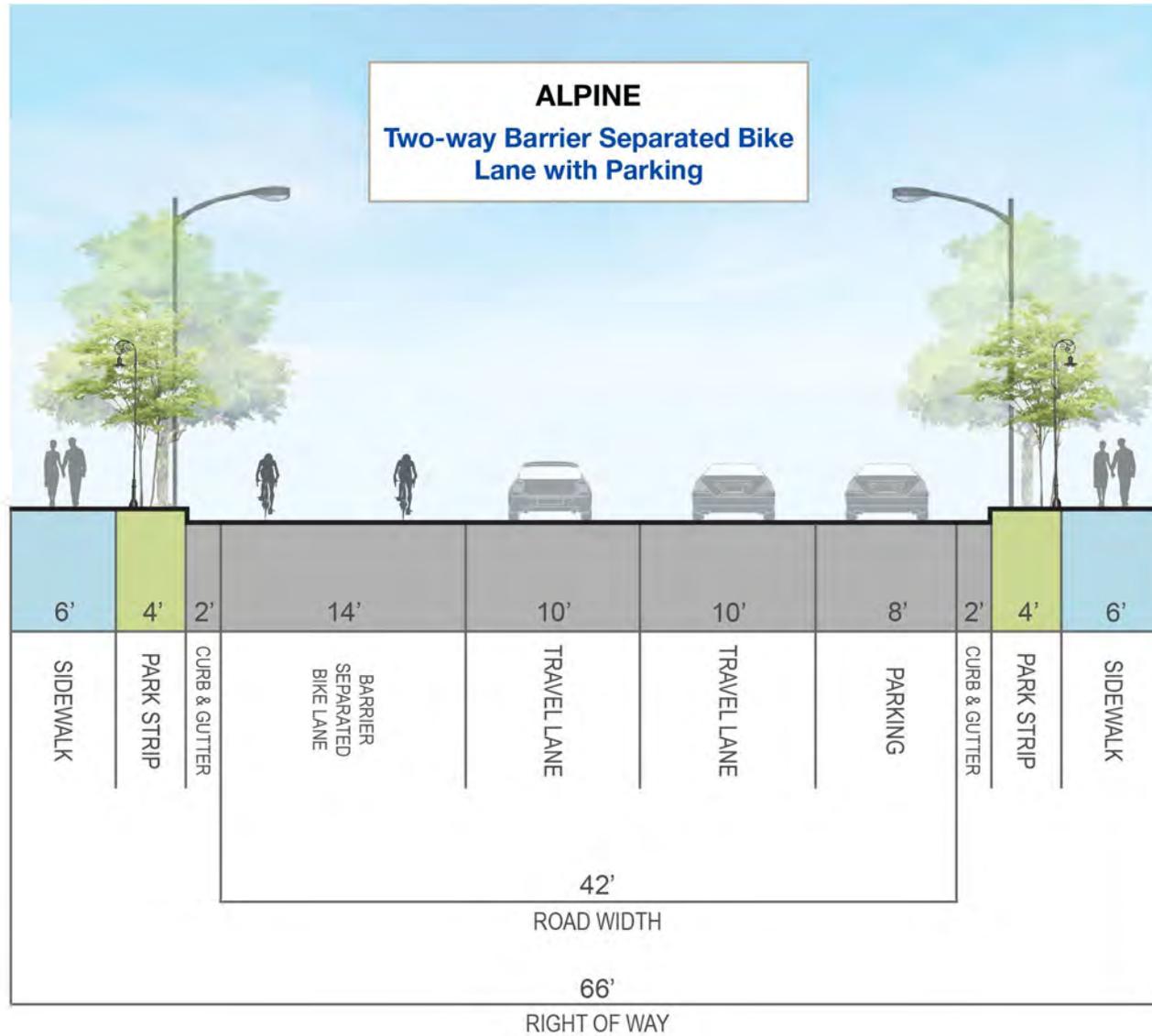


Figure 29 - Two-way Barrier Separated Bike Lane with Parking

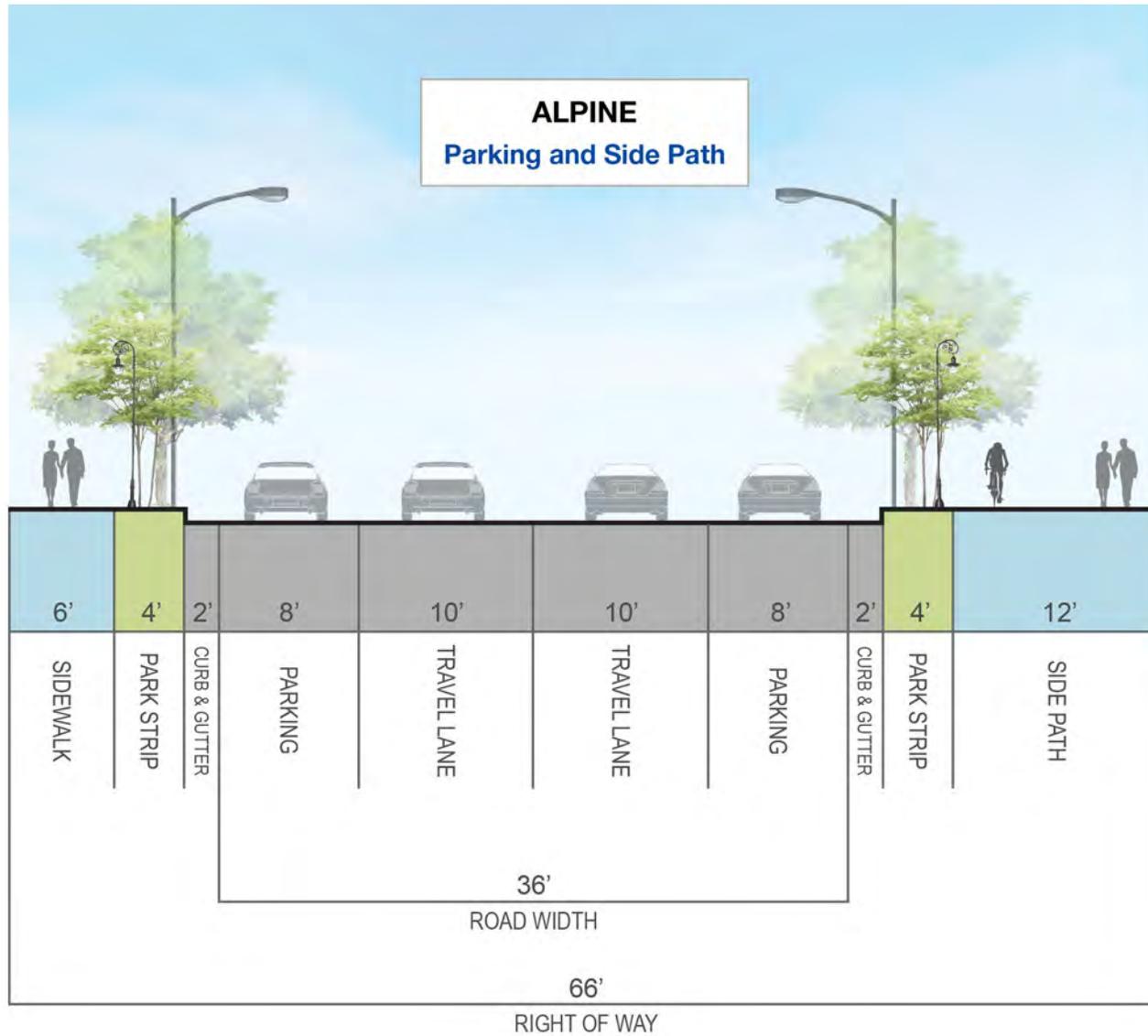


Figure 30 - Parking and Side Path

FUNDING

Having sufficient funds for active transportation infrastructure and related programs is critical to achieving the Alpine and Highland ATP goals and meeting local needs. Communities that are consistently successful in expanding their walking and biking systems leverage funds from a variety of sources and are consistent, year over year, with making investments in capital and maintenance projects.

Table 9 shows potential Federal, state, regional, and locally administered funds for active transportation infrastructure. Included within each category is a description of the funding source, some eligibility requirements, local match amount, deadline, and direction to additional information where available. Many funding sources identified in this table rely on Federal funds; Federally-administered sources are allocated directly by the Federal government (USDOT). State- and regionally-administered sources are allocated by the State, metropolitan planning organizations, and other agencies, but the fund is distributed from Federal funds.

Grant Source	Description	Known Local Match	Deadline	Source	Project Recommendations
Federally-Administered Funding (part of Bipartisan Infrastructure Law)					
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	RAISE grants will fund active transportation projects that improve local or regional safety and equity in communities.	20% Local match can be a combination of local, county, DOT (however, the federal contribution may increase above 80% a project is in a rural area, a historically disadvantaged community, or an area of persistent poverty.)	February 28 (2023)	https://www.transportation.gov/RAISEgrants/about	Larger scale walking and biking projects
Safe Streets and Roads for All (SS4A)	SS4A funds projects that reduce death and serious injury on roads and streets. Mountainland Association of Governments (MAG) has received a \$1M grant for a safety action plan. When this plan is ready, both Alpine and Highland Cities can apply for an implementation plan grant. The fiscal year 2022 SS4A grant was \$800M.	20%	July 10, 2023	https://www.transportation.gov/grants/ss4a/how-to-apply	Walking and biking facilities that may prevent death or serious injury

Grant Source	Description	Known Local Match	Deadline	Source	Project Recommendations
State-Administered Funding					
Class B & C Road Funds	Class B & C road funds are generated from a combination of state fuel taxes, registration fees, driver license fees, and other revenue sources. These funds are allocated to each city and county based on population, road mileage, and land area. Class B funds go to counties while Class C funds go to cities and towns. Funding can be spent on “enhancement of traffic and pedestrian safety” including sidewalks, curb and gutter. Funding for the fiscal year 2023 was \$96,542,995.44.	For fiscal year 2023, \$631,043.10 was allocated to Highland and \$352,444.13 to Alpine	N/A	https://udot.utah.gov/connect/business/public-entities/local-government-program-assistance/	Construction of walking and biking facilities within the right-of-way
Transportation Investments Funds, and Transit Transportation Investment Funds (UDOT TIF & TTIF)	Specifically, TIF and TTIF provide funding for non-motorized paved first/last mile connections to transit and active transportation projects. Projects can include sidewalks, multi-use pathways, pedestrian bridges, bicycle lanes, and bus stops. Goals must be to mitigate congestion on a state highway, implement a part of an active transportation plan approved by the department, and projects that are prioritized by the Commission through the prioritization process. Project funding is often in the range of \$15,000-\$1,500,000 per application.	40% or in-kind match	Nomination for 2023 STIP was from January through March 2022, and UDOT currently anticipates requesting project nominations in May 2023	https://projectprioritization.udot.utah.gov/	Backbone projects (TIF) and first/last mile and transit related projects (TTIF)
Utah Outdoor Recreation Grant (UORG- Tier 1)	Tier-1 is for new outdoor recreation infrastructure projects and helps communities build recreation amenities that support local economic development and funds projects from \$15,001-\$200,000.	50%	Cycle is Mid-January to Mid-March to apply	https://recreation.utah.gov/utah-outdoor-recreation-grant/	Walking and biking facilities that support local economic development

Grant Source	Description	Known Local Match	Deadline	Source	Project Recommendations
State-Administered Funding					
UORG Mini-Grant	UORG Mini-Grant is ideal for smaller projects. The grant awards funds between \$500-\$15,000. If your project requires only a small investment to complete your project, the mini-grant may be a good fit.	50%	Cycle is Mid-January to Mid-March to apply	https://drive.google.com/file/d/1ESwKK2jyskxpG5NMuyaC8rTSpYKiRmXx/view	Walking and biking facilities that support local economic development
UORG Recreation Restoration Infrastructure (RRI)	RRI funds are awarded to restore high-use and high-priority trails or repair or replace other types of developed recreation infrastructure on public lands. RRI grants are offered from \$5,000-\$150,000.	50%	Cycle is mid-January to mid-March to apply	https://drive.google.com/file/d/1ESwKK2jyskxpG5NMuyaC8rTSpYKiRmXx/view	Restoration of of existing recreation areas
UDOT Safe Sidewalk Program	The legislature of the State of Utah has recognized the need for adequate sidewalk and pedestrian safety devices. State policy declares that “pedestrian safety” considerations shall be included in all State highway engineering and planning for all projects where pedestrian traffic would be a significant factor. For the construction of new sidewalks, they need to be adjacent to state routes where sidewalks do not currently exist and where major construction or reconstruction is not planned for 10 or more years.	25%	Varies	https://docs.google.com/document/d/1sf0Qu5qictzKDAj0yDvS048JFuYrZZbuYsyW4bbardY/edit	New sidewalk along state roads where none exists
Surface Transportation Improvement Program (UDOT STIP)	UDOT’s STIP is a six-year plan of highway and transit projects for the State of Utah. The STIP includes transportation projects on the state, city, and county highway systems as well as projects in national forests. These projects use various federal and state funding programs, administered by UDOT.	N/A	Ongoing	https://www.udot.utah.gov/connect/about-us/commission/stip/	Improving walking and biking facilities

Grant Source	Description	Known Local Match	Deadline	Source	Project Recommendations
State-Administered Funding					
Recreational Trails Program (RTP)	RTP grants are available for non-motorized and motorized trail projects. Funds are generated from the motor fuel tax revenues from the sales of motor fuel for off-highway recreational purposes. Recreational projects can include projects that maintain or construct hiking, bicycling, in-line skating, equestrian, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or other off-road motor vehicle facilities. The motorized and non-motorized funds are separate applications. The year 2023 total cash funding per application was \$120,000.	20%, Can be in-kind	Cycle is typically mid-January to mid-March to apply, and the 2023 deadline is May 5, 2023	https://recreation.utah.gov/grants/recreational-trails-program/	Maintenance and construction of recreational trails
Federal Land Access Program (FLAP)	These funds improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The FLAP supplements state and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. Funding allocation for 2025 for Utah is \$11,778,940.	0%	The next call for Utah projects is likely 2025	https://highways.dot.gov/federal-lands/programs-access	High-use recreation areas and providing access to federal lands
Land and Water Conservation Fund (LWCF)	The National Park Service provides oversight for The Land and Water Conservation Fund (LWCF) Act, which was established by Congress in 1965 to provide funds for the acquisition and/or development of public outdoor recreation areas, including walking trails. Land acquisitions for public outdoor recreation are also LWCF eligible. The program is administered locally by Utah State Parks. Any site or facility that is purchased, developed, or improved with funding from the LWCF is protected in perpetuity as a public outdoor recreation area.	50%	Varies	https://lwcfc coalition.org/	Planning for new recreation facilities

Grant Source	Description	Known Local Match	Deadline	Source	Project Recommendations
State-Administered Funding					
Highway Safety Improvement Program (HSIP)	HSIP funds are available for safety projects aimed at reducing traffic fatalities and serious injuries. Bike lanes, roadway shoulders, crosswalks, intersection improvements, underpasses, and signs are examples of eligible projects. Projects in high-crash locations are most likely to receive funding. States that have identified bicycle safety and pedestrian safety as Emphasis Areas are more likely to fund bicycle and pedestrian safety projects. However, as of November 2015, UDOT's Emphasis Areas do not include bicycle safety or pedestrian safety. FHWA apportions funding as a lump sum to each state and will continue to do so until 2026. The Utah funding levels can be found here: https://le.utah.gov/interim/2022/pdf/00001626.pdf	10%	N/A	https://highways.dot.gov/safety/hsip	Pedestrian and bicycle safety improvements
Safe Routes to School Program (SRTS)	This program provides funding for both infrastructure improvements and educational programs to promote safe walking and bicycling to and from elementary, middle, and junior high schools. A key part of Utah's SRTS program is the Safe Routes Utah Program. Local agencies are encouraged to develop proposals and submit applications for infrastructure projects that will help more school children walk and bike safely to school. Project budgets typically range between \$50,000 and \$200,000.	Local matching funds are not required; however, priority points may be assigned for providing matching funds	The cycle for fiscal year 2025 was mid-September to mid-October	https://www.udot.utah.gov/connect/business/public-entities/safe-routes-to-school-srts-program/	Walking and biking facilities and education programs that improve conditions along SRTS
Utah Department of Transportation – Maintenance Program	Through close coordination between agencies, UDOT can use routine street resurfacing as an opportunity to add bicycle lanes or buffers onto existing facilities. This option would not require additional funding. For agencies interested in learning more about this, the FHWA published "Incorporating On-Road Bicycle Networks into Resurfacing Projects" in March 2016. This report provides guidance on using routine resurfacing projects to implement bike facilities.	N/A		https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/resurfacing/resurfacing_workbook.pdf	Maintenance along primary and secondary roads

Grant Source	Description	Known Local Match	Deadline	Source	Project Recommendations
Regionally-Administered Funding					
Technical Assistance to Governments Program (TAG)	TAG Program provides technical consultant services to local governments throughout Utah, Wasatch, and Summit Counties to proactively address growth. Program objectives include supporting local governments in creating opportunities for growth in existing centers, reducing vehicle miles traveled per household, improving transportation system performance, promoting multi-jurisdictional collaboration and outcomes of regional significance, etc. The funding amount is up to \$1,000,000 and may be awarded in Cycle I, depending on the number and quality of applications received.	7%	Cycle for 2022/2023 was Mid-September to Mid-December	https://mountainland.org/tag/	<p>Small-area plans/studies</p> <p>Zoning ordinance/policy updates</p> <p>Coordinated Housing and Transportation plans</p> <p>Other, plans, or efforts that improve walking and biking</p>
Surface Transportation Block Grant Program (STBG)	The STBG Program provides flexible funding to improve Federal-aid highways and walking and biking projects. Funding can also be obtained for the maintenance and restoration of existing recreational trails. Funds for fiscal year 2023 are \$14.4 billion. FHWA apportions funding as a lump sum to each state and will continue to do so until 2026. The Utah funding levels can be found here: https://le.utah.gov/interim/2022/pdf/00001626.pdf	Formula Grant	N/A	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm	Construction, planning, and design of on-street and off-street facilities, and transit capital improvements
Surface Transportation Block Grant Program Set-Aside	Funding through the Set-Aside can be used for the construction of sidewalks, walkways, or curb ramps; bike lane striping, bike parking and bus racks; traffic calming; off-road trails; bike and pedestrian bridges and underpasses; ADA compliance; acquisition of railroad rights-of-way; and planning, design, and construction of multiuse trails and rail-with-trail projects. Larger Metropolitan Planning Organizations, such as MAG, control a share of the funds to distribute locally through a competitive process.	Formula Grant	N/A	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm	Construction, planning, and design of on-street and off-street facilities, and transit capital improvements

Grant Source	Description	Known Local Match	Deadline	Source	Project Recommendations
Regionally-Administered Funding					
Transportation Alternatives (TA)	The TA program is set-aside funding from the STBG program and funds active transportation infrastructure including recreational trails and safe routes to school projects. Funding for fiscal year 2023 was 1.4 billion.	Competitive reimbursement program	N/A	https://www.fhwa.dot.gov/environment/transportation_alternatives/	Construction, planning, and design of on-street and off-street facilities
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	CMAQ supports active transportation projects because they improve air quality. Utah County can seek funding because it includes Nonattainment and Maintenance Areas not in compliance with the National Ambient Air Quality Standards. FHWA apportions funding as a lump sum to each state and will continue to do so until 2026.	Formula Grant	N/A	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/cmaq.cfm	Bike share and active transportation infrastructure
Community Services Block Grant Program (CSBG)	The CSBG Program is administered by the Department of Health and Human Services and provides funds to alleviate the causes and conditions of poverty in communities. This includes transportation-related projects. Funding for fiscal year 2022 was \$755 million.	States receive funds according to a statutory formula	The 2023 deadline closed in September 2022	https://www.acf.hhs.gov/ocs/programs/community-services-block-grant-csbg	Community programs and active transportation infrastructure

Table 9 - Available and Potential Funding for Active Transportation Projects

EVALUATING FOR SUCCESS

An overall goal of an ATP is to improve the conditions for walking, biking, and other active transportation modes in a community or region. Measuring the progress and success of an ATP and its associated vision, goals, and objectives is instrumental in understanding outcomes of projects and policies. The information collected through the evaluation process may also inform and support future decisions when it comes to active transportation projects and investments.

What a community decides to measure and how it is measured may influence the choices made in the future. Evaluation criteria may favor metrics such as convenience to destinations, safety, vehicle speed reduction, low cost, improved access, or high comfort. Which evaluation metrics are prioritized the most may influence what projects move forward first.

A successful plan requires frequent monitoring and evaluation. Evaluation includes oversight of implementation as well as benchmarks, quantifiable performance measures, surveys, and reports. Table 10 shows metrics that can be used to evaluate built projects' performance over time.

Metrics	Benefits	Where
Permanent Counter	Understanding where people are walking and biking is critical to making improvements in local walking and biking networks. The number of people walking or biking can be used to evaluate the success of infrastructure projects or to make data-based decisions on where to make improvements.	Counters can be installed along the backbone network in different spots.
Speed Detection Device	A speed detection device can evaluate the effectiveness of traffic calming countermeasures by comparing the speed data before and after the project is built.	Speed detection may be installed where traffic calming projects are built.
User-Generated Travel Data	User-generated travel data is a rapidly emerging source of information on where and when people walk and bike. Most user-generated data is tracked and submitted by mobile phone, with information displayed online and shared via social media platforms. The results can inform maintenance needs, planning, and improvements to infrastructure for people who walk and bike.	N/A
User Survey	Intercept surveys capture data directly from users. This method eliminates language barriers, allowing for input from diverse communities. Information can be collected to identify safety and maintenance issues, evaluate built projects, and prioritize long-term projects.	Along routes or corridors in which recent improvement has been made.
Roadway Safety Audits (RSAs)	Roadway safety audits use field analysis to evaluate recently built projects regarding safety and make informed recommendations for additional safety improvements. RSAs can be done during the day to note existing conditions and during the night to note lighting, visibility, and safety concerns.	RSAs may take place at specific intersections or segments with high crash rates to evaluate whether new projects have improved safety or not.
Crash Analysis	Crash analysis can help identify system network issues, such as consistent bicycle and pedestrian crashes along major roadways. Systemic safety issues can be addressed by policy changes and implemented with safety improvements consistently over time.	Along recently built projects.
Active Transportation Spending	Evaluation of spending can determine whether the desired amount of funds is allocated to bicycle and pedestrian projects; evaluate how local, regional, state, and federal funds are being spent; and assess future needs. Sometimes the reason for a project failure is a lack of budgeting for maintenance. As an example, if the maintenance backlog for sidewalks is 20 percent of the overall infrastructure maintenance backlog, then at least 20 percent of the maintenance budget should be allocated for sidewalk repairs.	Along recently built projects.

Metrics	Benefits	Where
Adoption of Complete Streets Policy and Monitoring of Progress	A complete streets policy will guide road design toward accommodating all modes of travel in a more equitable way, which includes walking and biking. Most policies are written with a broad-brush stroke to allow for wide flexibility to be adaptable to the context of the roadway location	Anywhere throughout the community including locations where roads are being resurfaced, redesigned, or constructed.
Percentage of Active Transportation Plan Complete	This is a straightforward way to measure the progress of the active transportation network and keep a municipality focused on the long arching goal of designing and implementing a community wide system.	City wide
Amount of Altered Travel Lanes	Tracking the amount, area, or distance of travel lanes that have been altered to accommodate other modes of travel through redesign or construction allows a municipality to compare baseline conditions of infrastructure against the present to monitor the progress of facilities throughout the city.	City wide
Average Distance Between Crosswalks	Improving walking and biking connections means making regional connections, but also connecting the gaps and barriers that separate facilities. Tracking the distance between crosswalks is a way to measure the progress of reducing gaps and barriers in the transportation network and evaluating access and connectivity.	City wide and especially along safe routes to school
Adoption of Complete Streets Policy and Monitoring of Progress	A complete streets policy will guide road design toward accommodating all modes of travel in a more equitable way, which includes walking and biking. Most policies are written with a broad-brush stroke to allow for wide flexibility to be adaptable to the context of the roadway location	Anywhere throughout the community including locations where roads are being resurfaced, redesigned, or constructed.

Table 10 - Evaluation Metrics

Complete Streets

Adopting a complete streets policy is one significant way to help monitor the success of an active transportation plan.

Complete streets are roads that safely and comfortably accommodate all users, whether in car or bike, walking or on a bus. Complete streets integrate well with community amenities and produce a built environment that is more connected and provides more people with more access to destinations.

Once a complete streets policy is adopted, an inventory of existing complete streets should be taken to establish a baseline, allowing a simple way to monitor progress. Because complete streets are streets for all uses, this allows for projects from an adopted ATP to be integrated into the development of complete streets in both communities.

In addition to right-of-way specifically designated to people walking and biking, complete streets utilize a wide array of traffic calming devices to reduce conflicts among users and allow people of all ages and abilities to travel to their destination by whatever mode they desire.

Complete streets policies offer general guidance to engineers, planners, and whoever else is involved with designing the streets for a community. The policy, often written with an ordinance style language, influences the outcome of roadway projects.

A few examples of successful complete street policies can be found here:

[Smart Growth America](#)

[Salt Lake City](#)

[Albuquerque, New Mexico](#)

[Coeur d'Alene, Idaho](#)

The techniques and criteria used to evaluate and measure success should be used to create a snapshot of current conditions as well as help a community achieve its targets. A mix of different methods should be used that suit the context and goals of a community. This may involve adopting a complete streets policy, monitoring vehicle speeds, and intercept surveys, in combination with several other tactics that show through data the success of active transportation investments.

CONNECTING COMMUNITIES

This ATP is a blueprint for building connections between Alpine and Highland (and all other neighboring cities). Focusing on implementing the regional projects that create the backbone network will ensure safe and comfortable walking and biking facilities are available throughout both communities. In addition, the goals and objectives found in the executive summary and shown below were selected and tailored to support the development of active transportation connections between Alpine and Highland.

GOAL: Create an inclusive multimodal network that provides comfortable and safe passage to destinations in Alpine and Highland and connections to recreational access.

OBJECTIVE: Recommend networks that are continuous, attractive, safe, comprehensive, and convenient.

OBJECTIVE: Work with local partners to engage with residents to identify needs.

GOAL: Integrate walking and biking facilities with land use to support transportation goals and advance the local vision for vibrant communities.

OBJECTIVE: Review current standards, guidelines, and processes to identify opportunities to connect with developers and changes in land use.

OBJECTIVE: Determine land use preservation and developer partnership needs.

GOAL: Elevate alternative transportation choices by proactively incorporating options for walking, biking, and equestrian use from the start of the planning process.

OBJECTIVE: Adopt design guidelines and projects that reflect local desire, including a Complete Street Policy.

OBJECTIVE: Assess crossings to make recommendations that eliminate barriers and avoid gaps in the network.

GOAL: Develop a network that is useful, context-sensitive, and feasible.

OBJECTIVE: Recommend a prioritized project list that is attainable.

OBJECTIVE: Identify opportunities for funding and partnerships.

OBJECTIVE: Develop design standards that are feasible to maintain.

These goals and objectives cover a wide range of planning and implementation strategies that Alpine and Highland can actively coordinate on. Complete transportation networks transcend municipal boundaries and the purview of individual agencies. As both communities work towards developing a complete active transportation network strong inter-agency collaboration between Alpine, Highland, MAG, and UDOT will lead to achieving the ATP's goals. Alpine and Highland should agree to meet on a regular basis to review their Capital Improvements Plans, assess project implementation and funding partnerships, prepare to apply for grants and coordinate on sharing local match requirements.

Regular maintenance and responsive snow and ice removal will ensure that the connections between the cities are dependable options people can rely on. Both communities should be aware of the maintenance needs along their connected facilities and commit to integrating the cost into their annual budgets.

When evaluating projects to prioritize, considering corridors that connect people to popular regional destinations. This may help build support and momentum for future projects that tie into larger backbone facilities. Projects should remove barriers and fill in gaps in between communities. In suburban communities like Alpine and Highland, locations where safety is an issue may be overlooked due to low usage, but addressing the concern will allow people of all ages and abilities to access a connected active transportation network.

Alpine and Highland can also coordinate their evaluation metrics. While each city may have specific goals or measurements of success, determining what data to collect from the earliest date possible and sharing it between communities will help guide future decisions. Developing and monitoring Complementary complete streets policies will help integrate active transportation facilities between communities, as well.



IMPLEMENTATION PLAN

This document and ATP provide the tools and resources to move forward with implementing active transportation projects in Alpine and Highland. This section offers additional key strategies to take active transportation projects from plan to funding and implementation. Table 11 provides basic general costs for standard walking and biking infrastructure to help both cities understand the level of funding and effort needed for specific projects.

Essential Steps in Implementing an ATP

1. Develop a phased approach for implementation of the active transportation network, placing emphasis on connecting the backbone network first.
2. Develop considerations for land preservation to achieve the network, to inform other city planning efforts.
3. Other implementation considerations:
 - a. Reimagine existing roadways, there are many that are wide and under utilized in both communities. A lot of opportunity to reimagine how space is allocated between the curbs.
 - b. Utilize the city, county, and state resurfacing plans to trigger the complete street policy and reassess roadway needs to develop a new striping plan that better addresses multimodal needs (FHWA: Incorporating On-Road Bicycle Networks into Resurfacing Projects, 2016)
 - c. Codify recommended cross sections from this ATP

Bicycle and Pedestrian Facilities and Intersection Spot Treatments	Planning-Level Cost Estimates*
Shared Lane Markings	\$10,000 per mile
Paved Shoulders	\$300,000 per mile (assumes 6 ft shoulders)
Bicycle Lane	\$15,000 per mile (assumes paint only)
Buffered Bicycle Lanes	\$155,000 per mile (assumes paint only)
Separated Bicycle Lanes	\$345,000 per mile (assumes 3 ft median)
Paved Shared Use Path	\$650,000 per mile (assumes 12 ft asphalt path)
6-foot Sidewalks	\$390,000 per mile
5-foot Sidewalks	\$325,000 per mile
Marked Crosswalks	\$10,000 each (includes pedestrian ramps)
Median Islands**	\$20,000 each
Rectangular Rapid Flash Beacons	\$55,000 each
Curb Extensions/Bulb Outs**	\$10,000 each
Yearly Maintenance	\$5,000-\$15,000 per mile per year

Table 11 - Planning Level Cost Estimates

*Estimates include lump sum items such as maintenance of traffic, utility adjustments, landscaping, mobilization, clearing, erosion, and sediment control, where applicable.

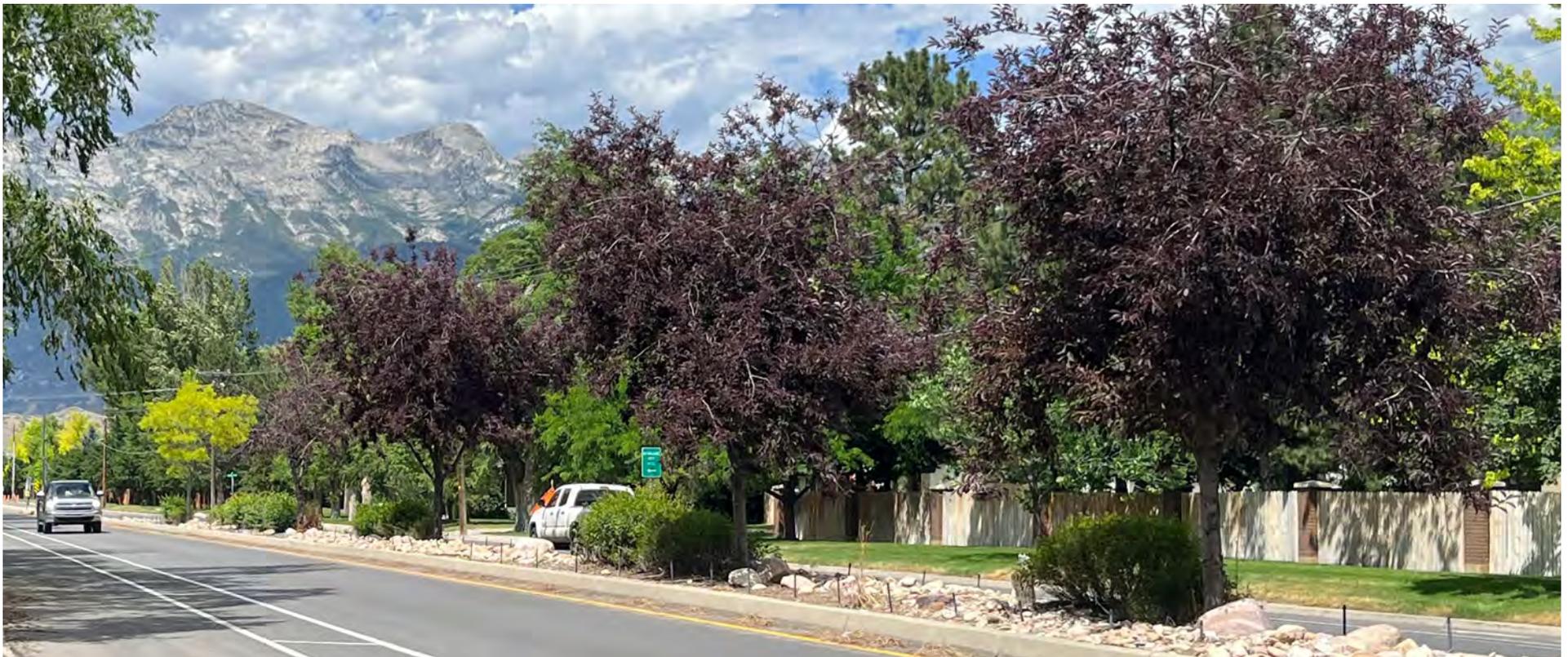
**Includes lump sum design estimates

CONCLUSION

Alpine and Highland are where thousands of people call home. They are children and teenagers, mothers and fathers, grandparents and great grandparents. From two to ninety-two, they are people of all ages and abilities that live their lives in a beautiful corner of Utah County, hugged close to the Wasatch Mountain Range.

Every one of them deserves an exceptional quality of life, the opportunity to make healthy lifestyle choices, the ability to feel safe walking or biking around their community, and to have the feeling of being connected to their neighbors.

A well developed active transportation system can help provide those basic and essential elements that support vibrant and resilient communities. This ATP provides the basic resources to set Alpine and Highland up for success as they create safe, comfortable, and direct walking and biking facilities that connect people's front doorsteps to destinations throughout their community.





ACTIVE TRANSPORTATION PLAN

APPENDIX



APPENDIX A

Public Engagement

WALKING AND BIKING CONNECTIONS



ALPINE & HIGHLAND

ALPINE & HIGHLAND CONNECTIONS **PUBLIC INVOLVEMENT PLAN**

PREPARED BY HORROCKS
OCTOBER 2022

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Background

Alpine City and Highland City have initiated a study to evaluate the existing and potential sidewalks, trails and connections for all users throughout their communities. The goal of the study is to:

1. Create safe passage for all users.
2. Improve access to schools, city parks, existing trails and other city destinations.
3. Develop a multimodal network that connects Alpine and Highland.

Through community and public feedback, the study will determine feasible and effective solutions for both cities.

Goals

- Conduct effective and proactive stakeholder outreach to engage the public early in the study.
- Engage the Steering Committee to understand their input and gain support for the study.
- Be responsive to stakeholder concerns in a timely manner and work closely with the study team to resolve concerns efficiently.

Objectives

- Collaborate with 15 stakeholder groups to post/share survey information through their communication channels.
- Obtain 500 survey responses total.
- Attend two community events and obtain 30 email sign-ups per event.

Preliminary PI Risks

Risk	Mitigation
Conflicting opinions – key stakeholders may have different opinions on what is best for the City of Alpine and the City of Highland.	Educate the public on the decision-making process throughout the study. Communicate that the cities will select the improvements that are feasible and have the greatest benefit to both cities and its residents.

Key Stakeholders

Key stakeholders/audiences are the primary targets for key messages, strategies and tactics. They are motivated by varying self-interests and persuaded by influential intervening publics and resources. The following are identified as key stakeholders.

INTERNAL STAKEHOLDERS

- Steering Committee
- Alpine City
- Highland City

EXTERNAL STAKEHOLDERS

- Alpine residents
- Highland residents
- Local trails
 - Lambert Park South Trailhead
 - Deer Creek/Dry Creek/North Mountain Trail
 - Dharma Peak
 - Corkscrew Trailhead
- Local businesses
 - Cherry Hill Farms Alpine at Burgess Orchards (Alpine)
 - Alpine Country Club (Alpine)
 - Alpine Art Center (Alpine)
 - Knot and Pine (Alpine)
 - Alpine Physical Therapy (Alpine)
 - Alpine Fitness (Alpine)
 - Lone Peak Fitness (Highland)
 - Burn Boot Camp (Highland)
- Private Schools
 - Mountainville Academy (Alpine)
- Public Schools
 - Lone Peak High School (Highland)
 - Mountain Ridge Junior High School (Highland)
 - Timberline Middle School (Alpine)
 - Alpine Elementary School (Alpine)
 - Freedom Elementary School (Highland)
 - Highland Elementary School (Highland)
 - Ridgeline Elementary School (Highland)
 - Westfield Elementary School (Alpine)
- Libraries
 - Highland City Library (Highland)
- Equestrian Centers
 - Lambert Park Rodeo Grounds (Alpine)
 - Bridle Up Hope (Alpine)
 - Courage Reins Equine Assisted Therapies (Highland)
 - Southern Belle Riding (Highland)
 - North Utah County Equestrian Park (Highland)
- Senior Centers
 - The Senior Living Group (Alpine)

- River Meadows Senior Living (Alpine)
- Active Transportation Groups
 - Bike Utah
 - Hiking Utah Facebook Group
 - Utah County Outdoors Facebook Group
 - Mountain Bike Utah Facebook Group
 - Utah Equestrian Community Facebook Group

STAKEHOLDER MEETINGS

The following stakeholders have been identified to participate in in-depth interviews (IDIs) and regular coordination with the study team due to their proximity to the study area, potential for the company/organization and their clients to be impacted, influential networks, and government/quasi-government agency status.

IDIs

- Alpine School District
- Utah Department of Transportation (UDOT)
- User Group

Vision Statement

The vision statement will be used as key messages to communicate to external stakeholders throughout the study.

1. Walking and biking facilities are a critical component of a functional transportation network.
2. Alpine and Highland have created an important opportunity to expand walking and biking facilities, but it will take a collaborative effort by both communities.
3. Creating comfortable and connected walking and biking facilities will prompt more people to choose active modes of travel.
4. Walking and biking connections are important to Alpine and Highland and reflect the values of these active, healthy, and connected communities

Strategies and Tactics

The Horrocks PI team will use the following strategies and tactics to communicate with key stakeholders. In the tables below, each strategy identifies an action, and the tactics describe the method or tool that will be used to complete that action.

STRATEGY 1

Develop study collateral and manage communication platforms.

Tactics for Strategy 1	Stakeholders	Timeframe
Manage a dedicated study email account.	General public	October 2022 – May 2023
Develop content packages for key stakeholders to share on their communication channels.	General public	October 2022 – May 2023
Develop and update the comment map throughout the study.	General public	October 2022 – May 2023
Distribute and manage a mass email update database.	General public	October 2022 – May 2023
Develop online survey to gather public feedback.	General public	October 2022
Develop flyers, posters and event materials to encourage the public to participate in the survey.	General public	October 2022
Provide survey report.	Steering Committee	December 2022

STRATEGY 2

Proactively communicate with stakeholders to educate and engage them throughout the study.

Tactics for Strategy 2	Stakeholders	Timeframe
Facilitate in-depth interviews with key stakeholders in the study area.	See IDI List under <i>Stakeholder Meetings</i>	October 2022 – May 2023
Distribute an online survey to gather public feedback. <ul style="list-style-type: none"> • Provide hard copies of survey at city offices. • Provide posters with QR code at local community centers. • Send email update reminders. 	General public	October 2022 – December 2022
Distribute trail signage with link to survey on the Murdock Canal Trail (as appropriate).	Murdock Canal Trail Users	October – December 2022
Coordinate with City of Alpine and the City of Highland to update their city channels with study and survey information (website, social media, email blast, newsletters, etc.).	Alpine and Highland residents	October 2022 – May 2023
Distribute content package with survey information to key organizations to share on their communication channels.	Alpine and Highland residents, Local businesses, Local trails, Private and public schools, Libraries, Equestrian Centers, Senior Centers, Active Transportation Groups	October 2022
Attend Alpine City Halloween event and host a table to gather input on the study. <ul style="list-style-type: none"> • Hand out candy and flyers at study booth. • Provide QR code link to survey. • Encourage attendees to sign up for email updates. 	Alpine residents	October 24, 2022

Tactics for Strategy 2	Stakeholders	Timeframe
<p>Attend Highland City Halloween event and host a table to gather input on the study.</p> <ul style="list-style-type: none">• Hand out candy and flyers at study booth.• Provide QR code link to survey.• Encourage attendees to sign up for email updates.	Highland residents	October 24, 2022

APPENDIX B

Existing Conditions



EXISTING CONDITIONS MEMO

NOVEMBER 2022



STUDY OVERVIEW

The cities of Alpine and Highland are collaborating on a study to better understand walking, biking, and trail connection needs in their communities. Both cities have put an emphasis on urban pathways, connections to soft surface trails, and improving transportation connectivity within and between jurisdictions. This study will analyze existing data, engage with the public, and provide recommendations to create a nonmotorized transportation network. This first effort, collecting and analyzing existing conditions, is one step towards understand walking and biking needs and identifying gaps in the system and will help inform future projects.

Existing Conditions for Alpine and Highland

Reviewing existing conditions is an essential part of the planning process. This includes understanding how people travel or want to travel, existing land uses, roads, general demographics, walking and biking facilities, and pedestrian and bicyclist safety concerns and hotspots. This information, supplemented with findings from public engagement, guides the development of context-sensitive and connected walking and biking projects and policy recommendations.

Key findings from this evaluation include:

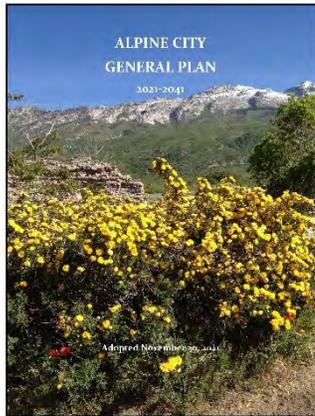
- Trails, trailheads, and paved pathways are a community asset, and well utilized
- Both cities are lacking connected sidewalk networks, and connected on-street bicycle facilities
- There are significant opportunities, particularly with state-owned roads to reimagine right of way for on-street or street-adjacent walking and biking facilities
- The populations of Highland and some adjacent communities like Lehi and American Fork are growing rapidly, putting strain on the existing nonmotorized network with high utilization rates
- Connections between cities, to trail amenities, and to schools is a critical need



Existing Local Plans

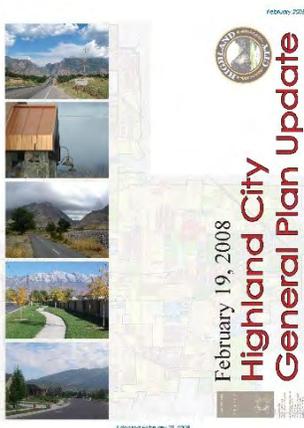
The Alpine City General Plan and the Highland City General Plan were reviewed for the Existing Conditions Memo. These documents focus on land use, transportation, and parks and recreation.

The Alpine City General Plan was prepared and adopted in 2021 to help direct future planning decisions. This plan provided guidelines and standards for creating a strong, positive civic image and high quality of life



in Alpine. The Plan's goal for future land use is to maintain and promote a historic small town with a rural atmosphere that embraces agricultural uses, open spaces, and mountainous surroundings. The goal for the future transportation network is to create and maintain a multimodal transportation system that is pedestrian friendly, safe, and efficient through the following policies:

- Promoting safe and efficient traffic circulation by following the Street Master Plan. Pedestrian safety shall be a key focus of the traffic circulation plan.
- Connecting neighborhoods and open spaces in the City with appropriate trails, sidewalks and bike lanes that support alternate forms of local transportation and recreation.
- Creating and promoting an Active Transportation Plan for Alpine City.



Another top goal of the plan is to maintain a sustainable network of high-quality parks, trails and open space within the community through different policies, such as working closely with neighboring municipalities and the appropriate entities to coordinate the trails between cities and plan future connections.

In 2022, Alpine adopted their Trail Master Plan Map that includes public and private planned trails around the city, trails along its borders with Lehi and Draper, and trails planned by Utah County. The Trail Master Plan Map also shows that Alpine has planned for two new parking locations adjacent to trails, and a new trailhead, which will include parking and restrooms.

The Highland City General Plan Update was adopted in 2008 to help identify future land uses, transportation and traffic ideas, and other elements that make up the community. Future land use goals of the General Plan include ensuring commercial and mixed use developments are well designed and fit in with the existing community,

promoting walking and biking, and preserving critical open spaces and trail corridors through the following policies:

- Encouraging pedestrian-friendly development and design within and near community destinations.
- Encouraging the preservation of critical open space and trail corridors where possible.

While primarily a land use plan, this update also includes a significant transportation goal to provide a safe and pedestrian-friendly local street system by planning and constructing streets to accommodate all users, including vehicles, pedestrians, and bicyclists and provide maximum safety for all. Community design aims to create appropriate corridor treatments along major roadways leading into the community.

The General Plan also promotes the desire for welcoming walking and biking facilities through its parks and recreation goal of assuring access for residents to off-street, shared use paved trails.

Walking and Biking Connections

A network of roads, sidewalks, and paths can provide access for multiple modes of travel. However, uncomfortable conditions, gaps in the network, and barriers can deter people from walking and biking. Welcoming facilities incorporate principles that encourage multimodal use. These include:



Safety
People are separated from vehicles and points of conflict are limited



Comfort
A qualitative component of safety, it identifies how people feel on the facility



Connectivity
The greater walking and biking network is accessible, links to destinations, and lacks gaps or barriers



Directness
Routes minimize out-of-the-way travel and optimize the shortest distance



Attractiveness
The environment is welcoming for diverse users of all ages and abilities



Cohesion
Facilities are within a walkable distance and intersecting routes are at reasonable intervals



Unbroken Flow
Long crossings are limited and transitions between facilities include intuitive wayfinding

Sources: FHWA and League of American Bicyclists

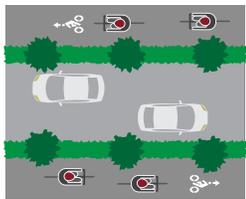
Understanding Traffic Stress for Nonmotorized Travel

Level of Traffic Stress (LTS) is a way to rate how stressful, or uncomfortable a walking or biking facility feels. The rating system is based on the numbers 1-4, where 1 is most comfortable and 4 is the least comfortable.

Factors that contribute to low-comfort, high-stress facilities include traffic volumes and speeds, narrow or no bike lanes, truck traffic, noise, emissions, and unclear signage and signalization. An example of a low-comfort facility is a road with a 40 mile per hour speed limit that has a bike lane designated on a narrow shoulder. On roads with heavy traffic and high speeds, greater separation is needed to maintain a level of traffic stress that is acceptable to the majority of people walking and biking.

LTS 1

All ages feel safe

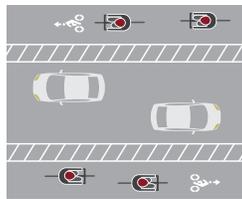


Recommended for 60% of riders "interested but concerned"

Protected separation from vehicles
Comfortable for children and seniors

LTS 2

Attention required

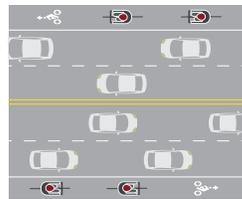


Recommended for 60% of riders "interested but concerned"

Wide bike lanes with buffers or barriers
Lower speeds and lower levels of traffic

LTS 3

Confident Riders

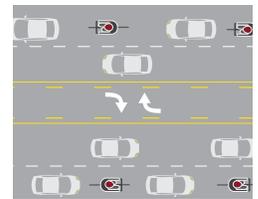


Recommended for 7% of riders identified as "enthusied and confident"

Bike facilities with minimal separation
Moderate to high traffic volumes
Multiple lanes in either direction

LTS 3

Fearless of Traffic



Recommended for only 1% of riders identified as "strong and fearless"

High speeds and heavy traffic
Multiple travel lanes
Long, unprotected intersections
Minimal or no bike facilities



Elements that make up Level of Traffic Stress include the following:

- Separation from traffic
- Width of travel lanes
- Number of vehicles
- Width of bike lanes
- Number of travel lanes
- Speed of traffic
- Presences of bike lanes
- Presences of separated barrier

Figure 1 - Level of traffic stress

High-comfort, low-stress facilities are associated with roads that have low vehicle volumes and speeds and the walking and biking facilities are physically separated from traffic. High-comfort, low-stress facilities are intended to be welcoming for people of all ages and abilities, from children on bikes to seniors walking. An example of a high-comfort facility is a shared-use path that has landscaping or a physical barrier to separate it from traffic, another example is a grade separated bike lane that raises the height of the bike lane to the level of the curb. Figure 1 shows the general conditions for each level of traffic stress.

Travel Behavior

According to the American Community Survey 2016-2020, the average travel time to work for Alpine residents is 31.8 minutes. For Highland residents, travel time is less, at an average of 22 minutes. For the state of Utah, the average travel time is 21.4 minutes, and nationally it is 26.9.

In both cities, the majority of the population drove alone to work. In Alpine, 70% of the adult working population drove alone, and in Highland the percentage was higher at 76%. As seen in Figures 2 and 3, more people work from home in Alpine than in Highland, which may account for the higher percent of people driving to work alone in Highland.

In Alpine, less than 1% of workers walked to work, and in Highland, less than 2% walked to work. The use of public transit to access jobs in both cities was less than 1 percent. In general, for cities to have a significant number of people walking, biking, or taking transit to work population and population density has to be much higher than that of Alpine or Highland.

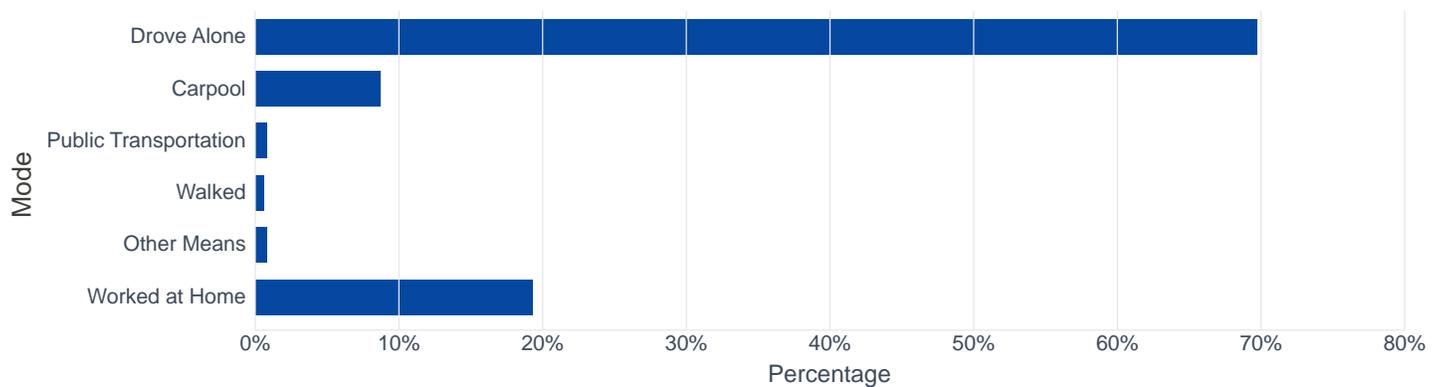


Figure 2 - Alpine's means of transportation to work

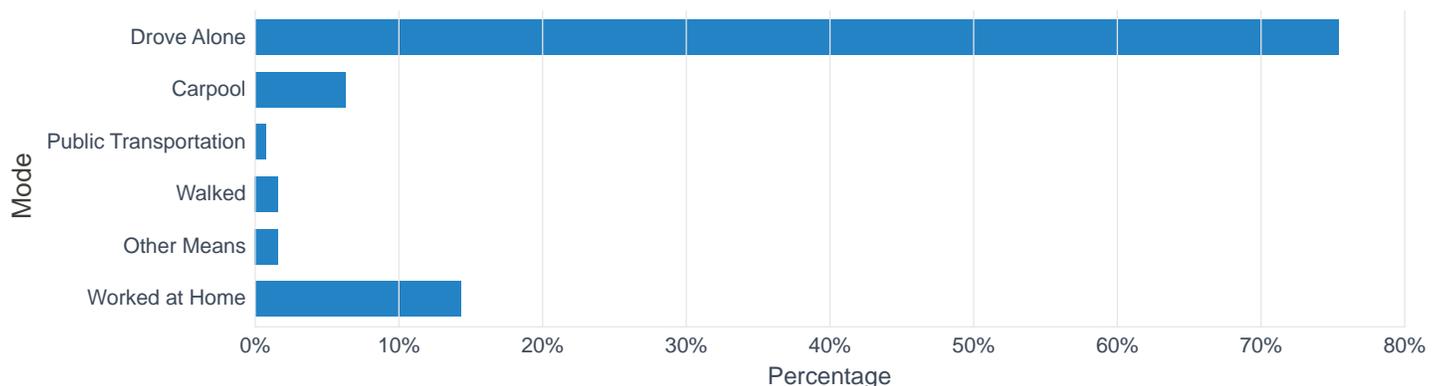


Figure 3 - Highland's means of transportation to work

Transit

Transit service in the study area is limited to the Utah Transit Authority (UTA) Route 807 which runs along Timpanogos Highway and North County Boulevard. It is a local route with a 30-minute frequency at peak times of day. According to UTA’s 2022 Ridership dataset, 97 people board this route on an average weekday. No additional transit service or routes are planned for the future at this time.

Existing Walking and Biking Facilities

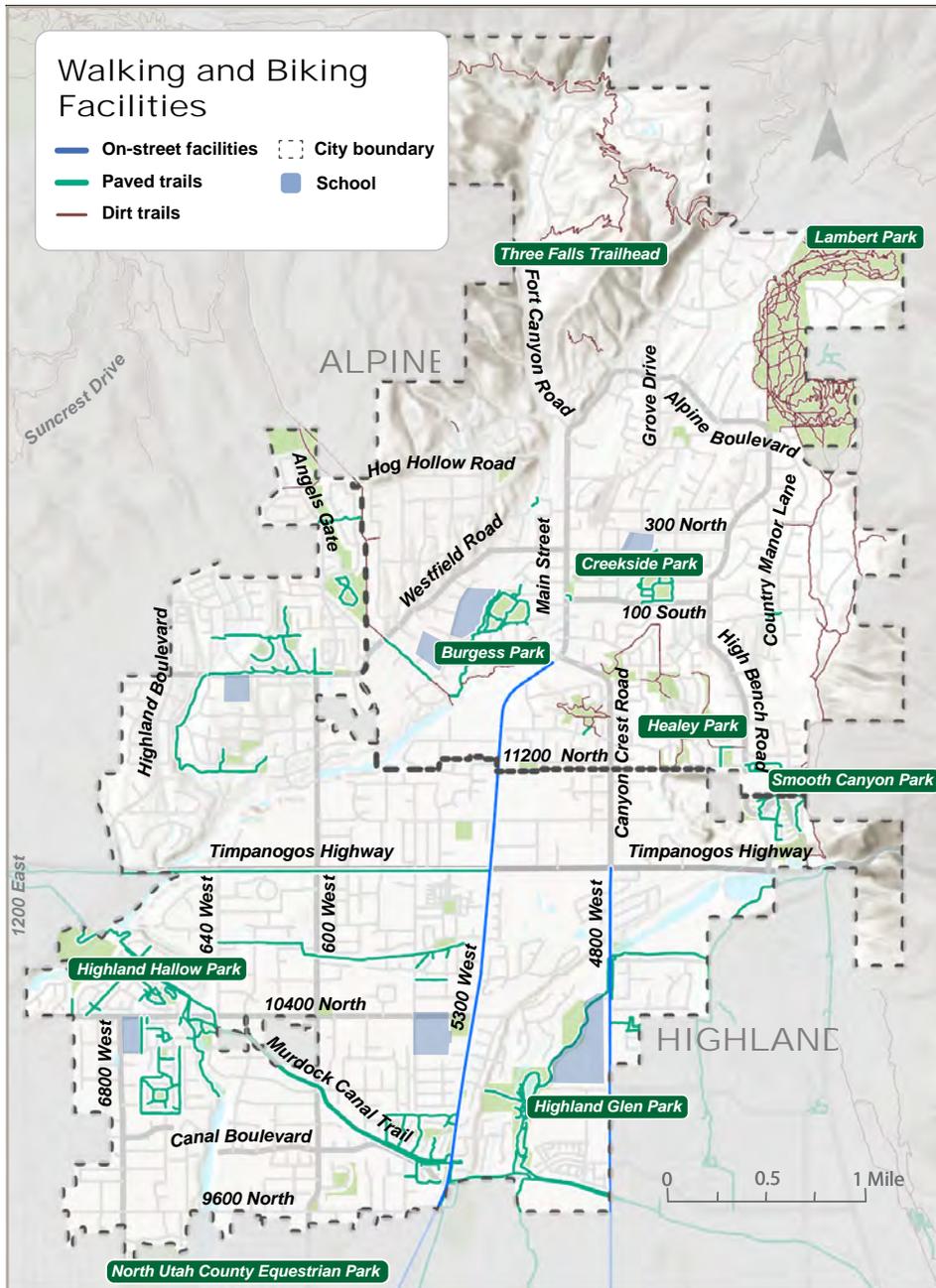


Figure 4 - Existing walking and biking facilities

The most utilized walking and biking facility is the Murdock Canal Trail, which connects Orem to Lehi along the paved, shared use path. There are other paved, shared use paths most of which are oriented around community parks, such as Creekside and Burgess Park in Alpine and Highland Glen Park in Highland. Both cities have wide roads and available shoulder width on a majority their streets that could be ideal for designated bike lanes. Currently, only two streets provide designated bike lanes, one on 5300 West and one on 4800 South. At higher elevation on the north side of Alpine, there are many interconnected dirt trails, some of which offer connections to Draper and the Corner Canyon area. Figure 4 shows the existing shared use paths, bike lanes, and dirt trails.

Existing sidewalks vary from road to road and neighborhood to neighborhood. Many neighborhoods have continuous sidewalks, while other roads have gaps in sidewalks or no sidewalks exist. With new construction of homes and subdivisions, sidewalks are being installed in some locations in a leapfrog fashion, where they end abruptly and may not be present again until farther down the road.



Figure 5 - Sidewalk on 6000 West - Image Source: Google Maps

An example of this is on 6000 West in Highland as shown in Figure 5.

Murdock Canal Trail

The Murdock Canal Trail has a high volume of people using it throughout the year. Trail counters exist in each city that the trail traverses. The trail counter in Highland is located where the trail crosses Canterbury Drive just to the east of Dry Creek. The trail counter does not distinguish between a bicyclist or a pedestrian, either is collected as one person. Over the last quarter of the year 2022, from July through September, 49,532 people were counted at this location. The highest number was on August 6th, when 960 people were counted. Figure 6 below, shows monthly total counts since 2013. There was a dramatic increase in the number of people using the Murdock Canal Trail for most of 2020 due to the Covid-19 pandemic.

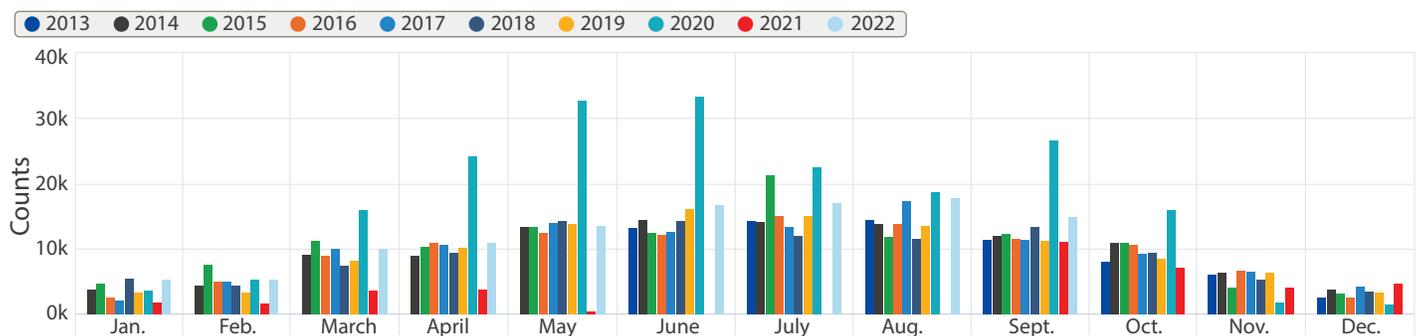


Figure 6 - Monthly trail counts by year

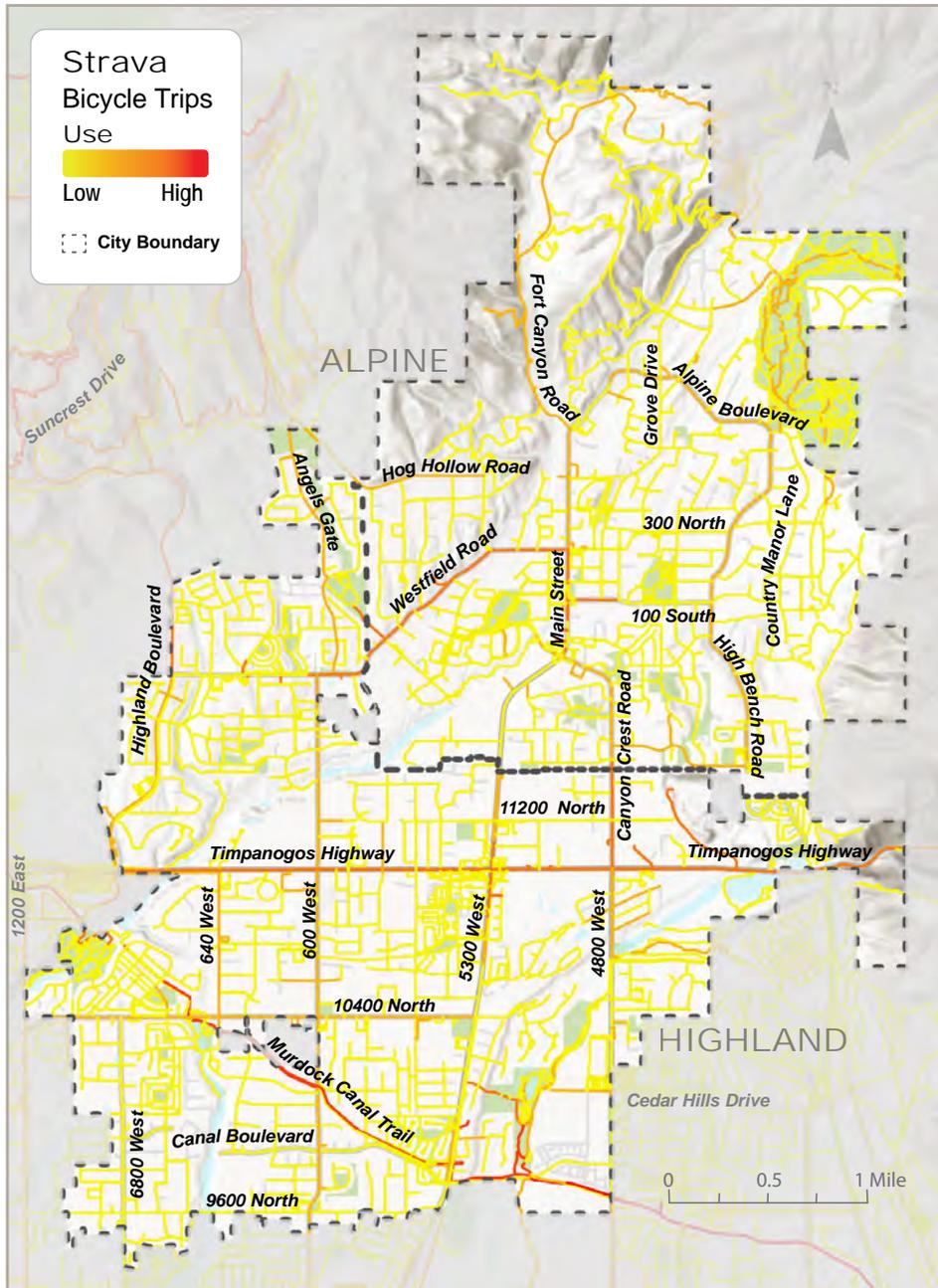


Figure 7 - Strava bicycle activity in 2021

Strava Data to Inform on Travel Patterns

Strava is a GPS-based mobile app people use to record their time and distance while walking, biking, running, and exercising. It is primarily used for fitness-based recreation and therefore only captures a small percentage of pedestrian and bicycle trips. Strava data lacks depth and diversity in trip purpose, as it doesn't adequately report out on commute trips or utilitarian trips like running errands on foot or by bike. What Strava data does inform on, is what routes people are most likely to select. These routes are often based on their level of comfort, accessibility, and what they can connect people to. Figure 7 shows Strava bicycle trips (including ebikes) in the study area during 2021.

The most popular route is along the Murdock Canal Trail, where over 30,000 individual bike rides have been recorded along the stretch in Highland. SR-92 in Highland and Westfield Road in Alpine are also top locations for recorded Strava rides, ranging between 10,000 to 15,000 at different locations. While these locations see high volumes of bicyclists, they do not provide designated bicycle facilities. As Figure 7 shows, there is some level of Strava bicycle activity on almost all of the roads and trails in each community.

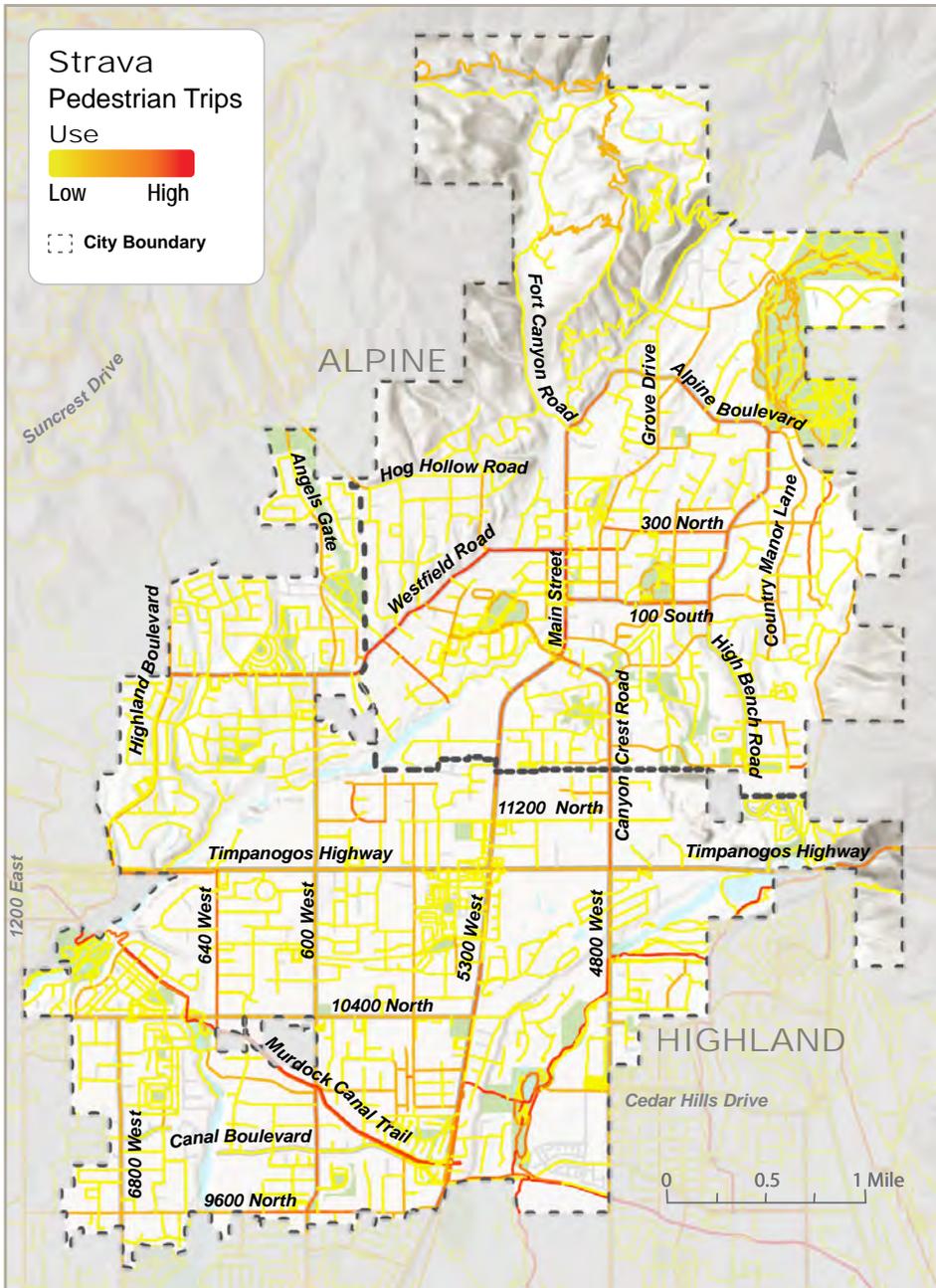


Figure 8 - Strava pedestrian activity in 2021

Figure 8 shows Strava pedestrian activity in Alpine and Highland for the year 2021. The largest number of trips for pedestrians (10,380) occurred along the Murdock Canal trail. Westfield Road in Alpine and the paved trail by Caddie Lane in Highland have the second highest recorded number of trips. With just under 5,000 trips recorded at each location, Strava pedestrian activity is about 50% less than on the Murdock Canal Trail. Sidewalks exist on most of Westfield Road. These sidewalks vary in width and become narrow at certain locations. As observed in various other places in these communities, people will often choose to walk in the shoulders on the street if they desire to travel side by side, as seen in Figure 9.



Figure 9 - Pedestrians walking on Westfield Road – Image source: Google Maps

Safety for Pedestrians and Bicyclists

Roadway safety data was looked at using the same database that the Utah Department of Transportation (UDOT) maintains and utilizes, called Numetric. Reported crashes from 2017 to midyear of 2022 were reviewed for Alpine and Highland. Pedestrian-and bicycle-related crashes were the main focus, but additional vehicle crashes that were associated with speed, distracted driving, and located at intersections were also reviewed. Crashes that were fatal or resulted in serious injury were also selected.

Injury to pedestrians and bicyclists tell a piece of the story, but locations with high incidents of motor vehicle accidents may be intentionally avoided by people when they are not driving. Identifying locations that have high numbers of crashes allow for resources to be specifically targeted to address these hotspots. Dangerous areas are barriers to providing a cohesive and connected walking and biking network and retrofitting these roads and adjacent areas with traffic calming treatments and comfortable off-street facilities will improve safety and increase walking and biking access.

Figures 11– 15 show the location of crashes by category. On these maps, roads with speed limits that are 40 miles per hour and above are shown in red and speed limits 30-35 miles per hour are shown in orange. Most crashes occurred on these roads, including the most severe bicycle involved crashes, which are all located along SR-92.

In total there were 1,105 crashes in both communities between 2017 and midyear 2020. Of these crashes, 15 were bicycle-related, including 1 fatality and 3 serious injuries. In addition to the fatality, one-fifth of all bicycle-related crashes involved a serious injury. 11 of the 15 crashes (73%) occurred at intersections. The fatality was on SR-92, related to distracted driving, and did not occur at an intersection.

There were 13 pedestrian related crashes over this period of time. Similar to bicycle-related crashes, 69% (9 crashes) occurred at intersections. Serious injuries resulted in 2 of these crashes. These 2 crashes occurred in more residential locations, on streets with posted speed limits below 35 miles per hour. Figure 10 visually conveys the severity of crashes and the number of intersection related crashes for pedestrians and bicyclists.

Pedestrian and Vehicle Crashes: 13

Serious Injury: 2



At Intersections: 9



Bicycle and Vehicle Crashes: 15

Serious Injury: 3, Fatal: 1



At Intersections: 11



Figure 10 - Serious injury and intersection crashes

Figure 11 shows the location of bicycle-and pedestrian related crashes and Figure 15 shows the crashes by severity of injury.

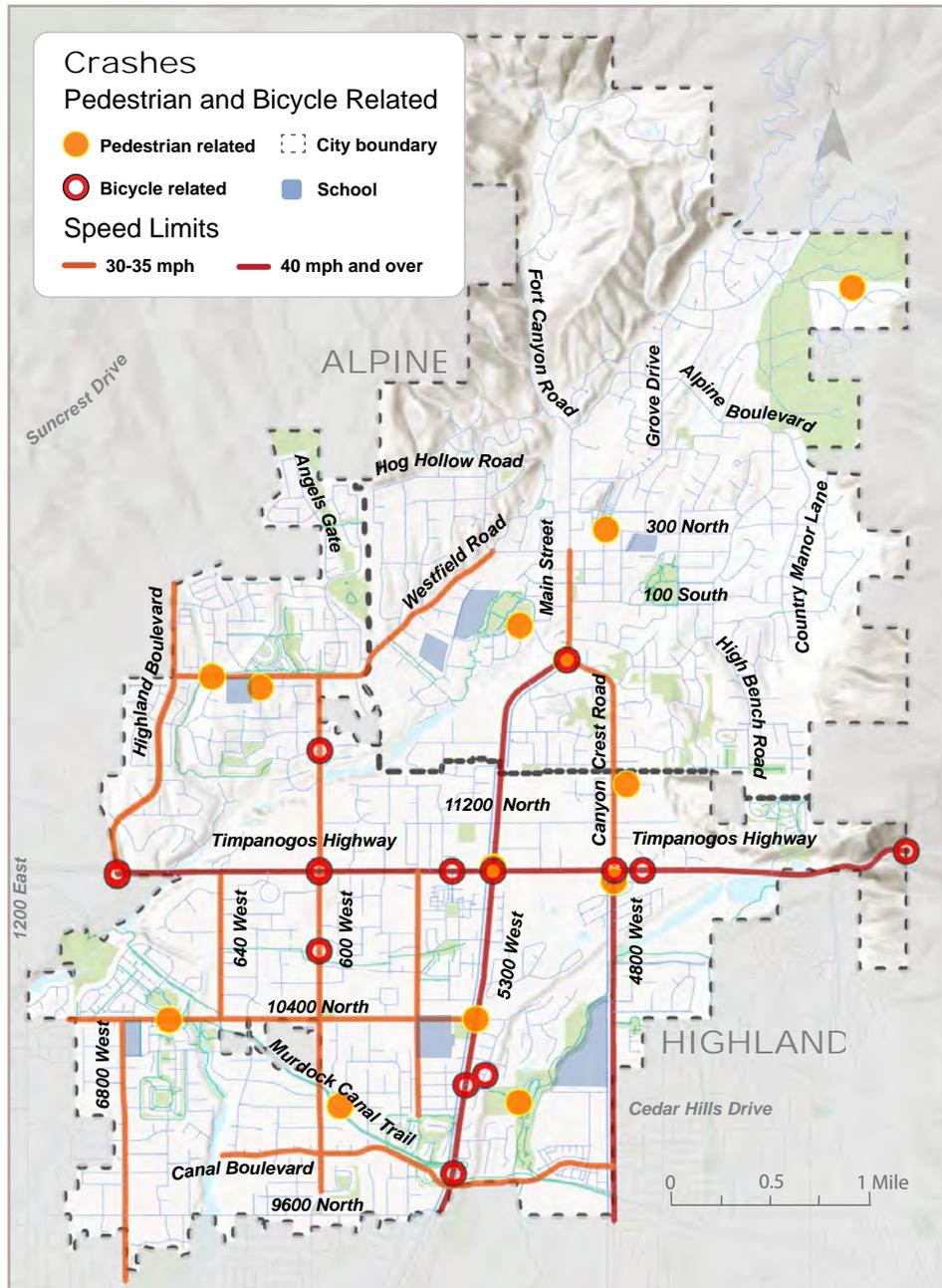


Figure 11 - Pedestrian and bicycle related crashes

As shown in Figure 12, intersection crashes made up the majority of accidents involving pedestrians and bicyclists, as well as the majority of total vehicle crashes for both communities. Out of the 1,105 crashes, 640 were reported as intersection related, which amounts to 58% of all crashes.

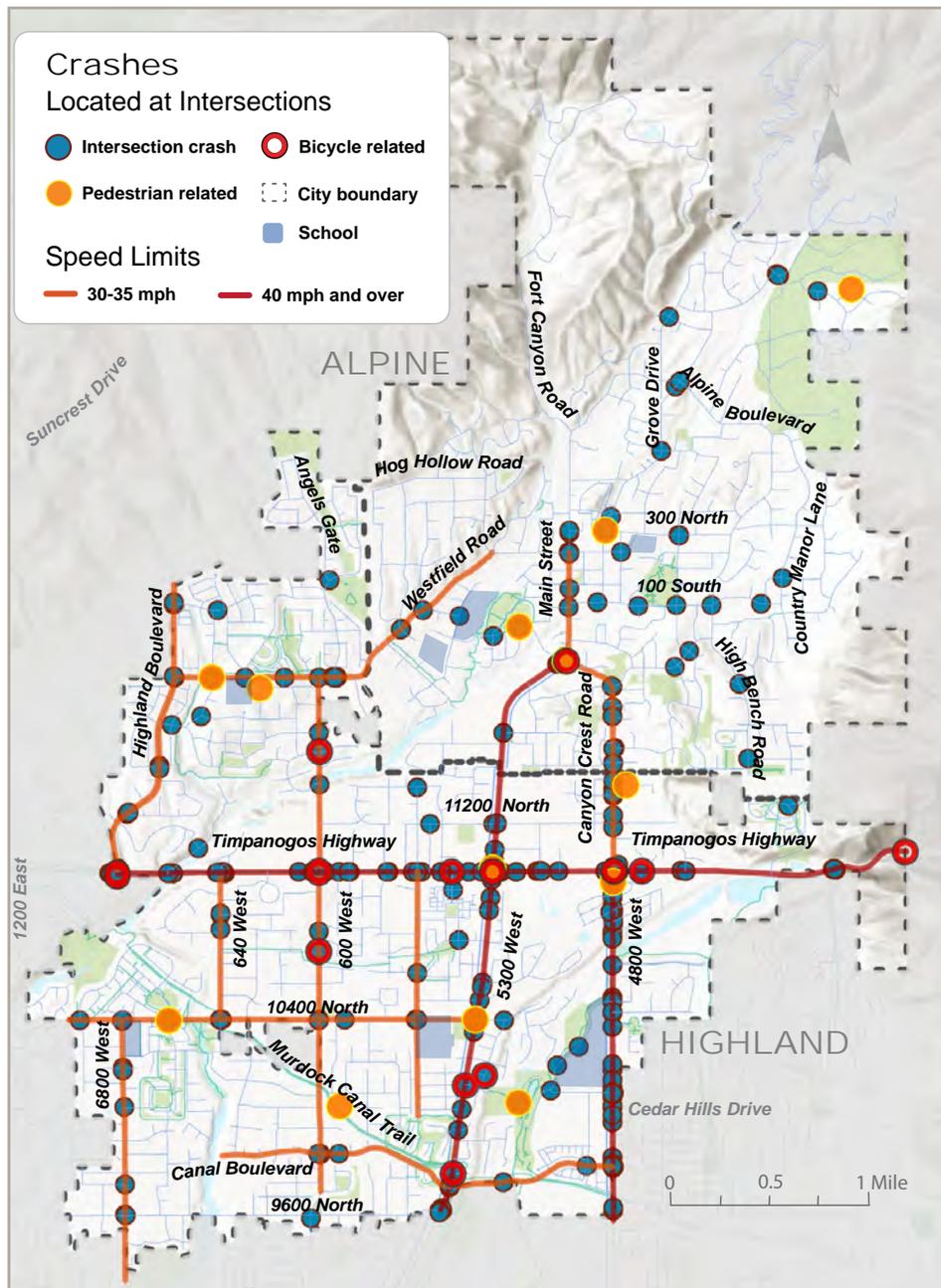


Figure 12 - Crashes located at intersections

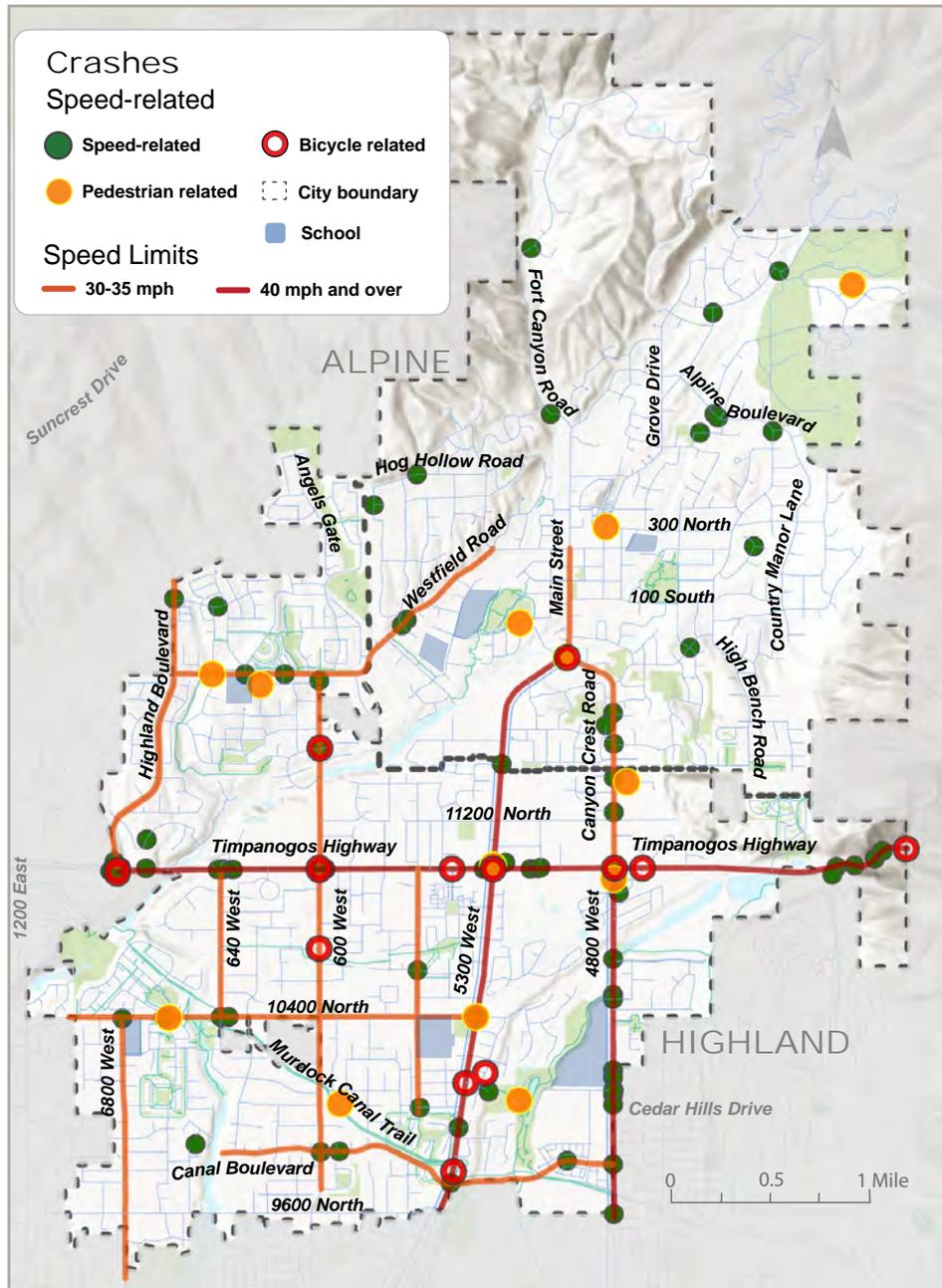


Figure 13 - Speed-related crashes

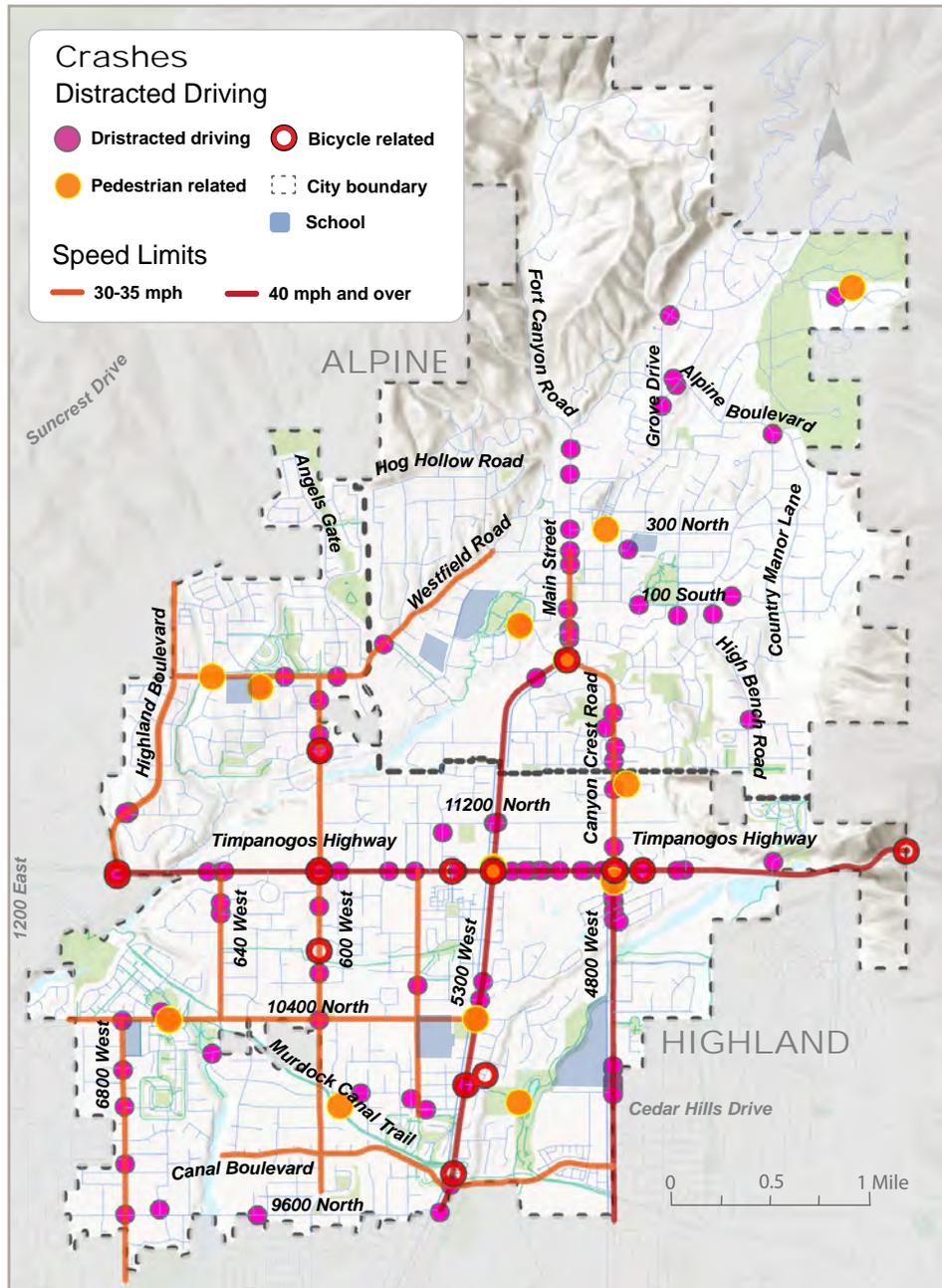


Figure 14 - Distracted driving crashes

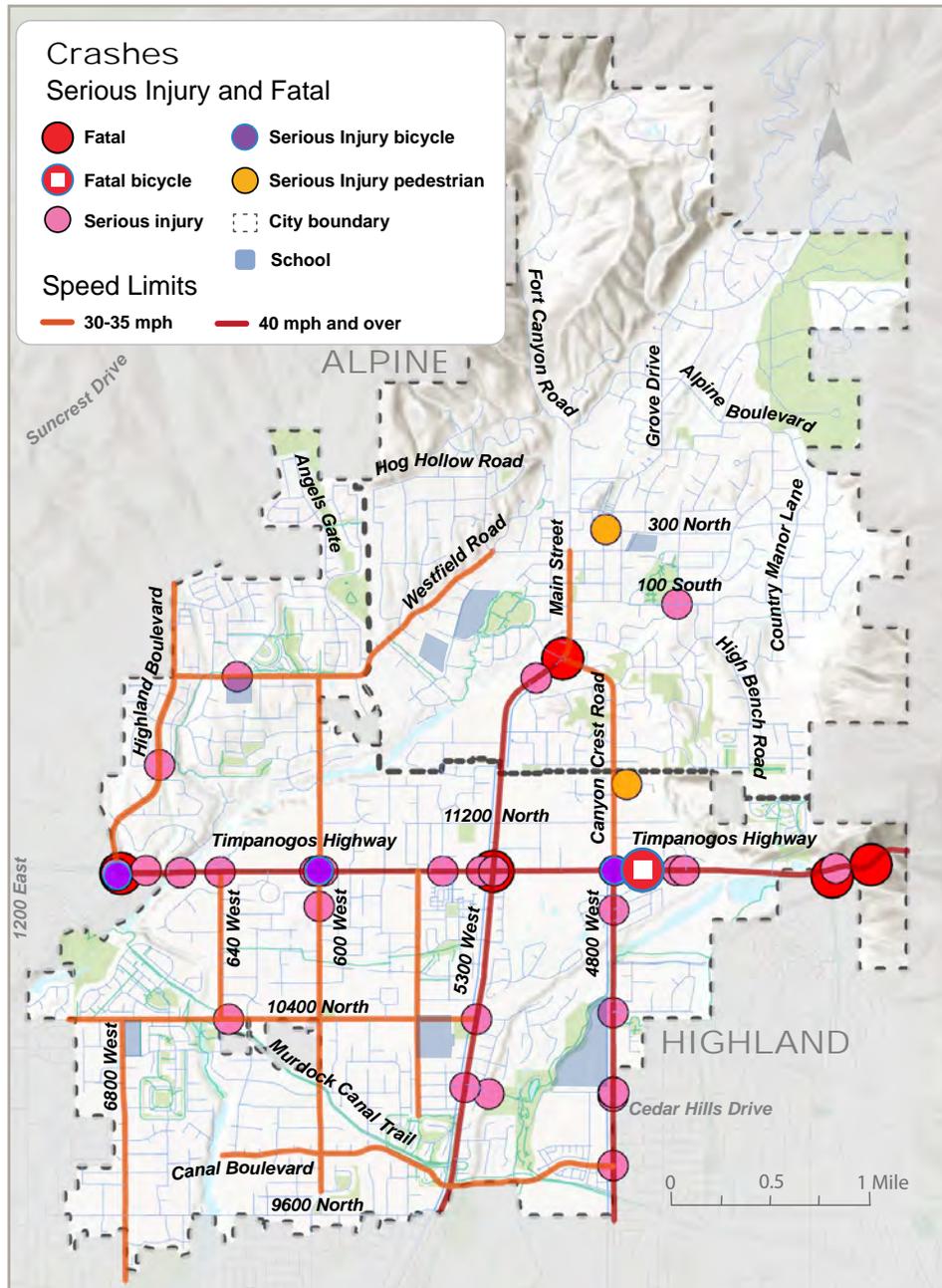


Figure 15 - Crashes involving fatal or serious injuries

Table 1 summarizes this crash data in Alpine and Highland. The total number of crashes for each category is provided in the “Total Count” column. The other columns tally how many crashes in each category also involved the other data reviewed. Table 2 shows only the total crashes by category and the total serious injury and fatal crashes.

Table 1 - Summary table of crashes

	Total Count	Intersection Involved	Speed involved	Distracted Driving Involved	Serious Injury Involved	Fatality Involved
Bicycle	15	11	0	1	3	1
Pedestrian	13	9	0	2	2	0
Intersection	640	X	50	67	24	2
Speed	97	50	X	4	5	2
Distracted	137	67	4	X	5	1

Table 2 - Crash totals by category for Alpine and Highland

Total Count	Intersection Involved	Speed involved	Distracted Driving Involved	Serious Injury Involved	Fatality Involved	Bicycle Involved	Pedestrian Involved
1105	640	97	137	43	6	15	13

Demographics

According to the most current US Census data, Highland’s 2021 population was 19,611 and Alpine’s was 10,359 (a 47% difference from Highland). Figure 16 shows population over time for Alpine and Highland, and Figure 17 shows population over time for the two cities, as well as the neighboring cities of Lehi, American Fork, Cedar Hills, and Draper.

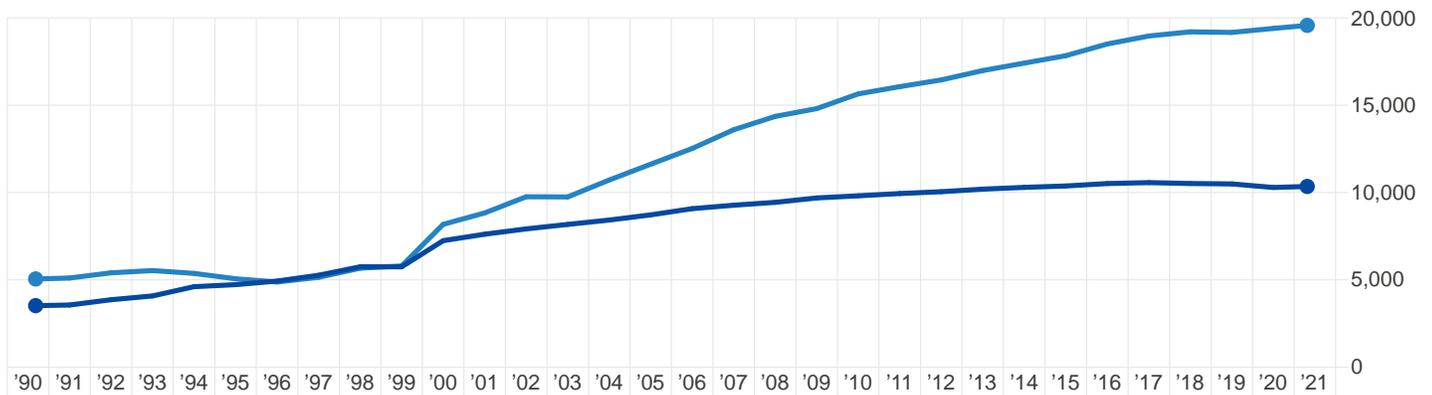


Figure 16 - Population in Alpine and Highland

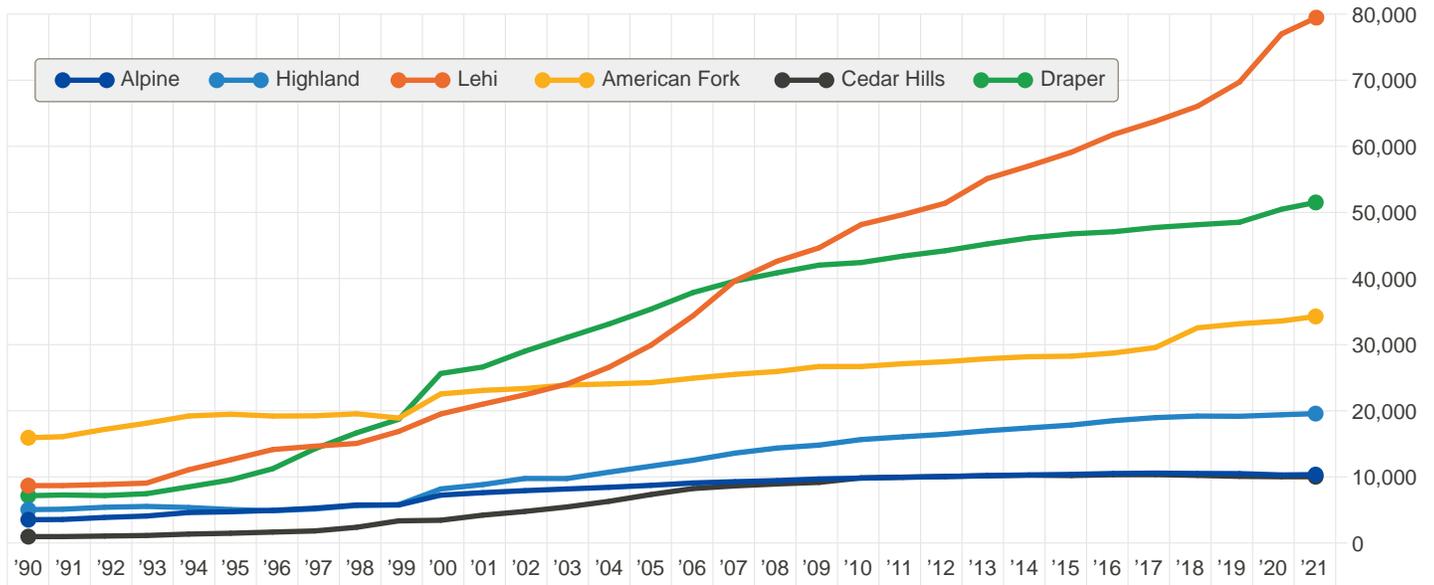


Figure 17 - Population including neighboring cities

Population is also measured by percent change. Between 2010 and 2021 Alpine experienced a 7% change in population while Highland had a 32% change. In general, as the region’s population increases, natural and manmade destinations will be shared among more people. Demand for walking and biking connections to other municipalities may increase as the region develops. For example, Lehi has experienced a 79% increase in population since 2010. The city is accommodating this population boom with recreational, economic, and entertainment destinations, which may be reached from Alpine and Highland by walking or biking. Figures 18 and 19 show the percent change in population from 2010 through 2021.

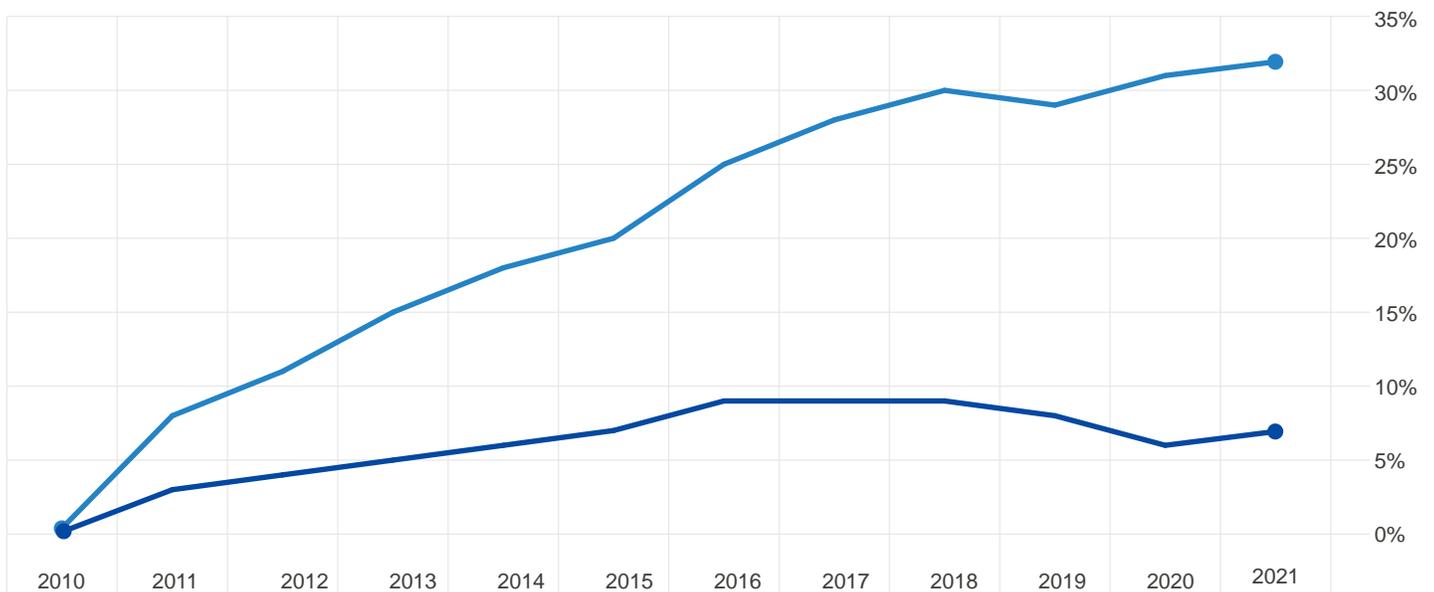


Figure 18 - Percent change in population for Alpine and Highland

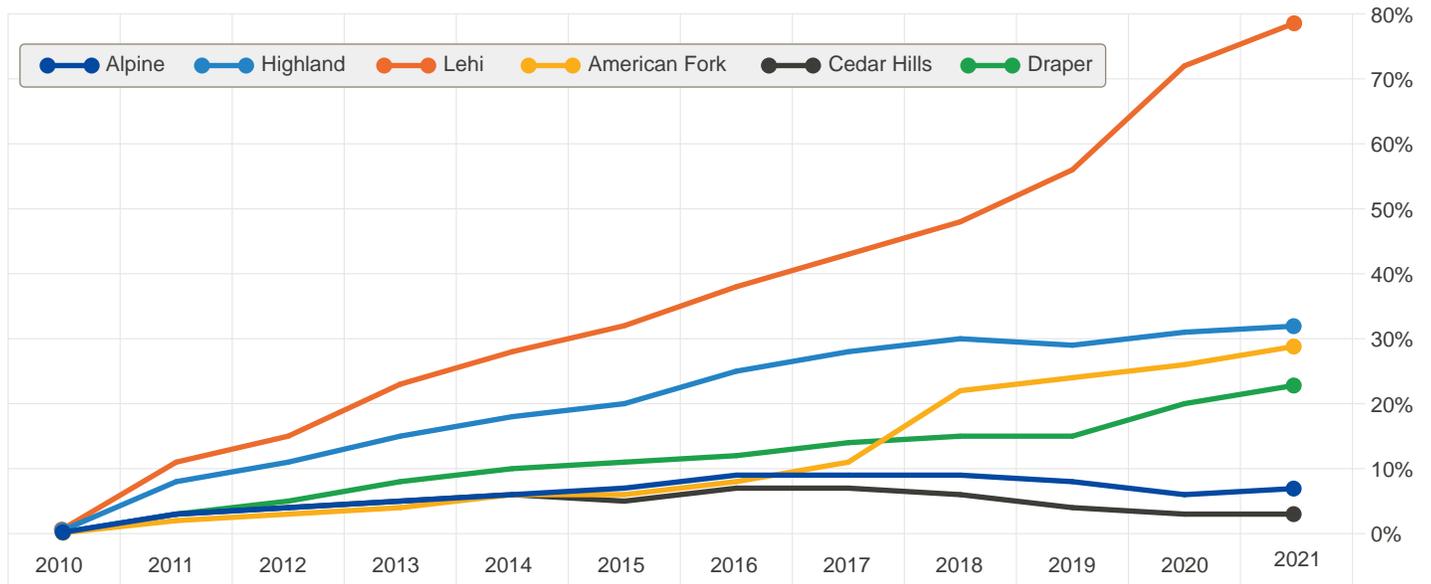


Figure 19 - Percent change in population including neighboring cities

Highland has a very low median age of 23.9 and Alpine’s median age is 34.1, which is four years younger than the national median age of 38.1. Utah has the lowest median age in the nation at 31.1. Age demographics are important to understand as they help dictate facility design for a variety of different needs and comfort levels.

In both cities, the percentage of people between the ages of 18 and 64 is approximately 55%, but Highland’s population under 18 is large, at 42% and the population 65 and over is small, at 4%. In Alpine, 33% of the population is under 18, and 13% of the population is 65 and over. Highland also has a larger average number of persons per household at 4.2, compared to 3.7 persons per household in Alpine (the state of Utah is 3.07 persons per household and the national average is 2.6). Figures 20 and 21 show a comparison of percentage of population by age group for each city.

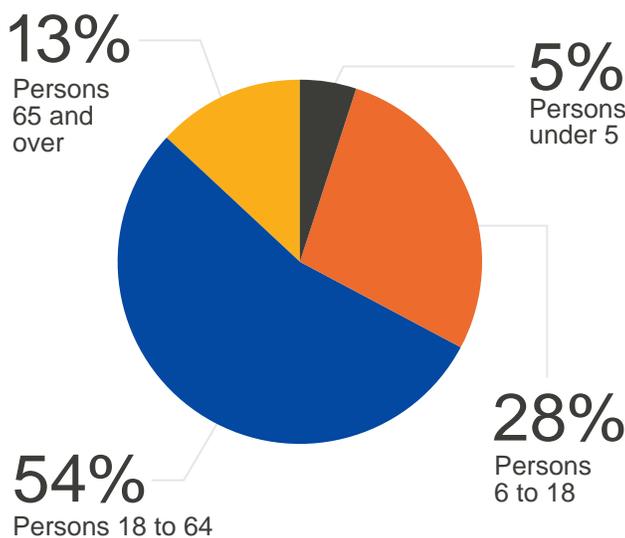


Figure 20 - Alpine's population by age group

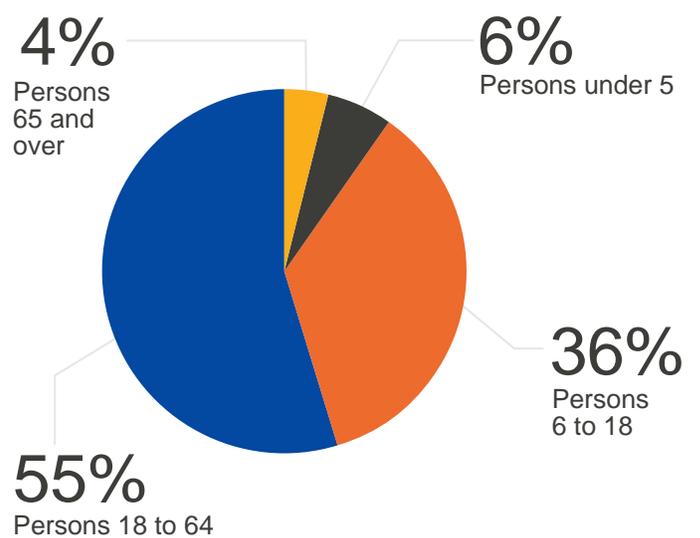


Figure 21 - Highland's population by age group

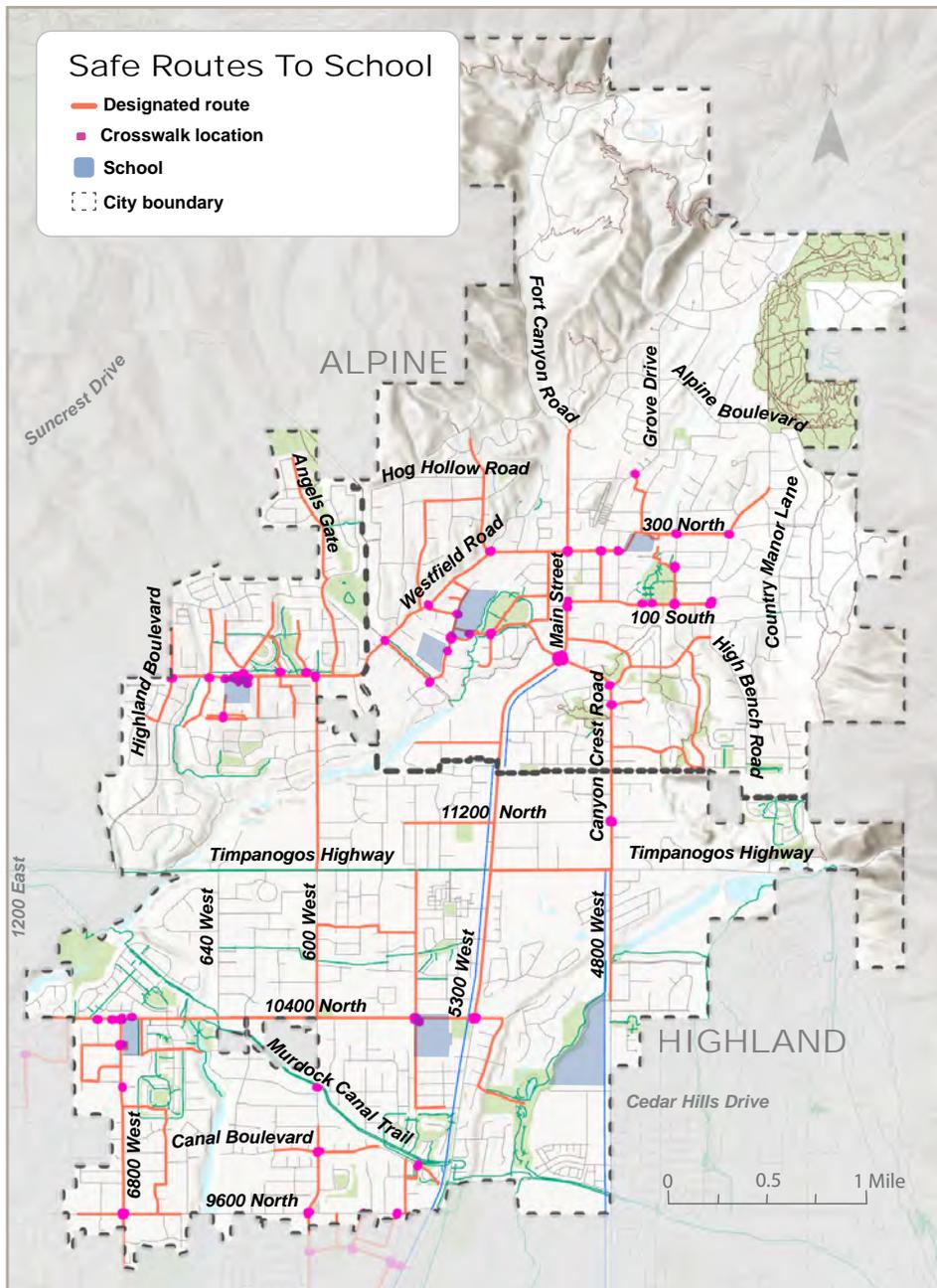


Figure 22 - Safe routes to school

Safe Routes to School

Safe Routes to School is a federal program that promotes walking and biking to school through infrastructure improvements, enforcement, and education. Utah requires all elementary, middle, and junior high schools to develop a safe routes to school plan. The goal is to provide safe and connected facilities like sidewalks and crosswalks to get children to and from school and also assist with creating community outreach and awareness. Figure 21 shows the Safe Routes to School in Alpine and Highland. There are many designated routes, however even some designated routes lack sufficient sidewalks or connections.



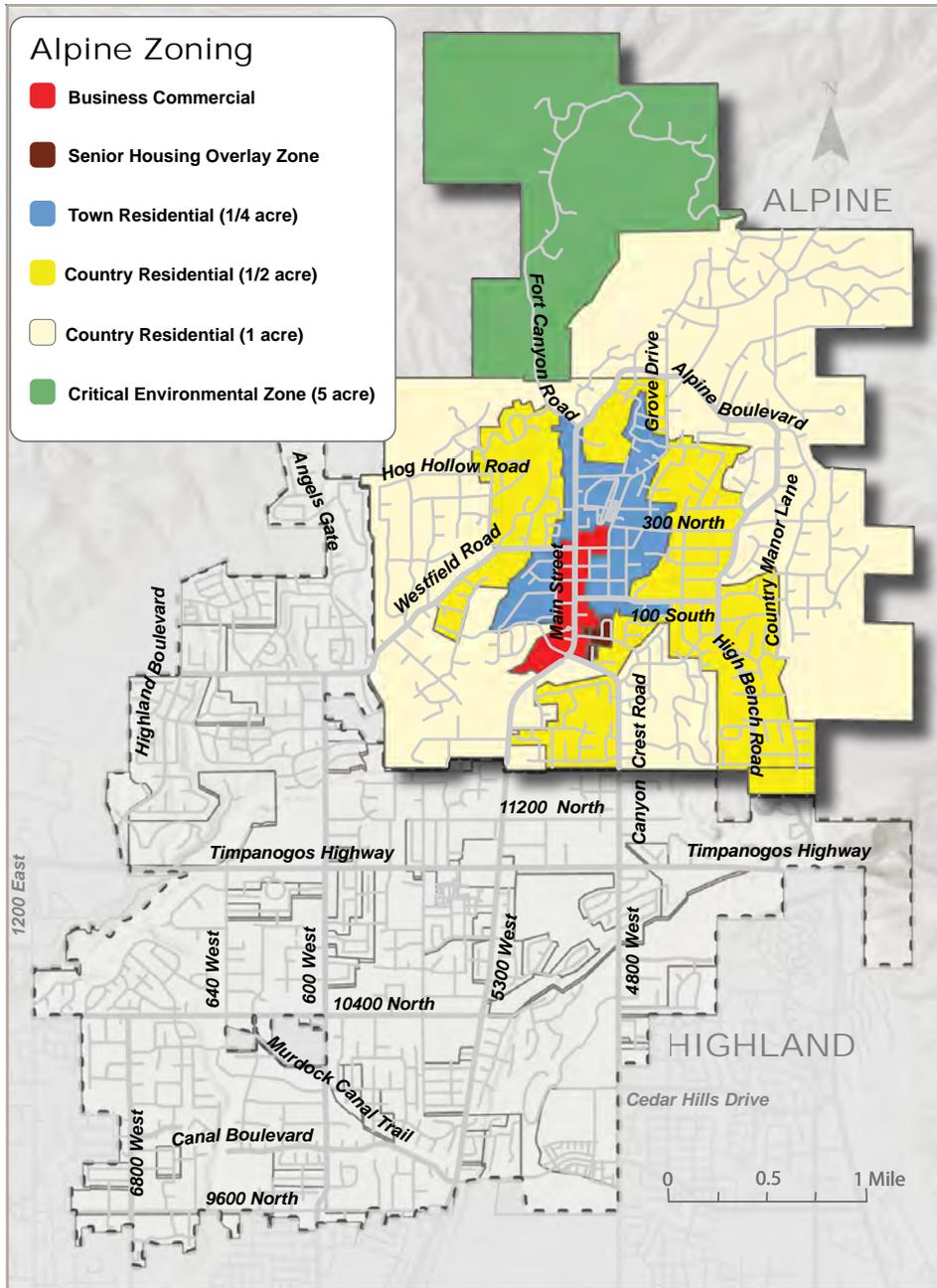
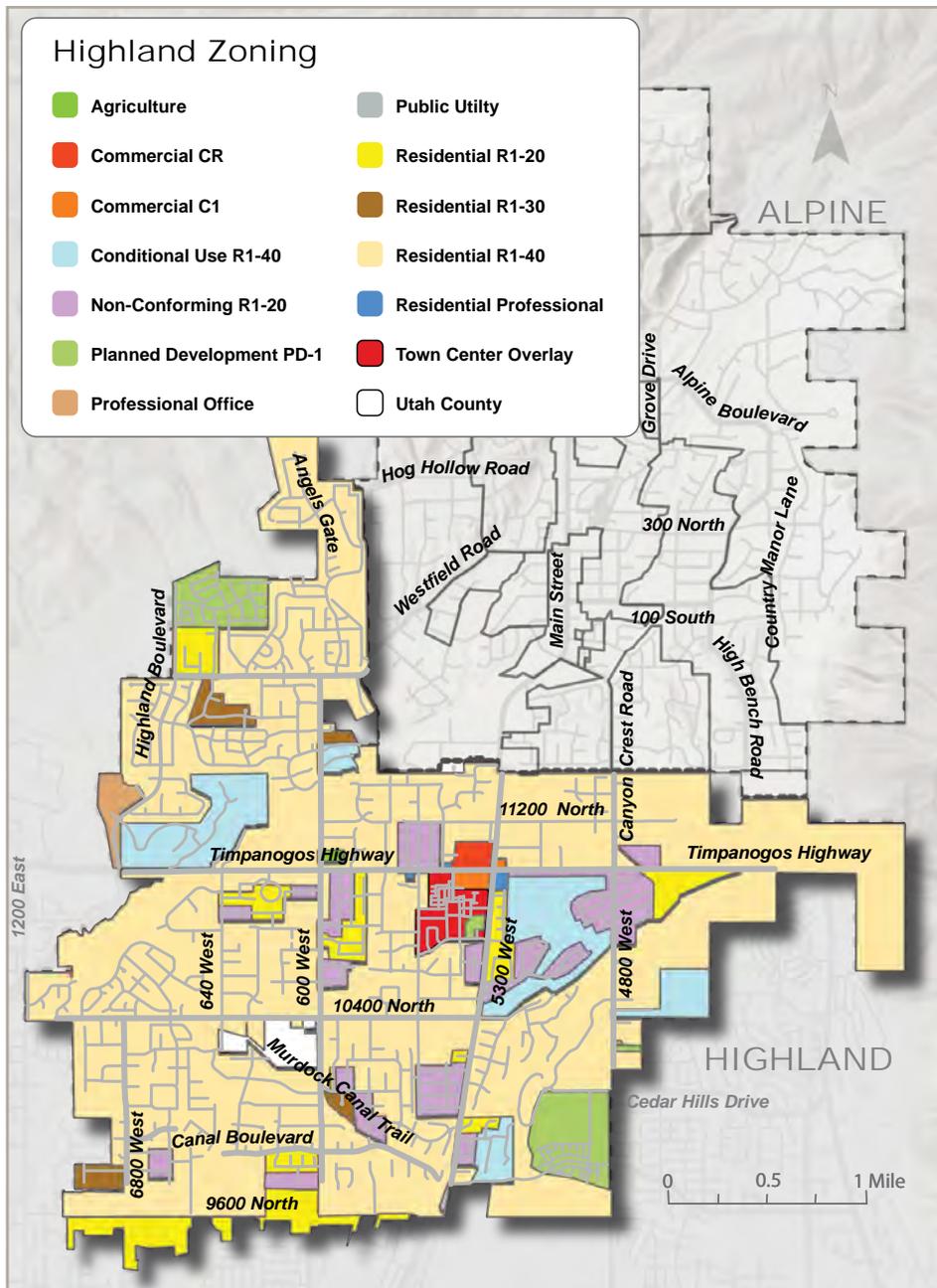


Figure 23 - Current zoning in Alpine

Land Use to Inform Connectivity

Alpine is predominantly zoned low density residential. The residential zoning code allows for permitted and conditional uses that include parks and recreation. The business commercial district is located along Main Street which, is surrounded by the most dense residential zoned area at 1/4 acre per unit. The density for each home decreases the farther it is from the commercial district (from a 1/2 acre to 1 acre per residence). The northern part of Alpine is designated as a Critical Environmental Zone. This land allows for conditional use permits to be issued for single family homes upon approval. Figure 22 shows the current Alpine Zoning Map.



Like Alpine, Highland is mostly zoned for low-density residential. The majority of the residential zoning is R1-40, which allows for two-car garages, large lots, and well-spaced buildings. The town center and commercial area is located on the south side of SR-92 between 5600 West and 5300 West. Figure 23 shows the current Highland Zoning Map.

Figure 24 - Current zoning in highland

Table 3 - Land area in square miles

	Alpine	Highland
Land in Square Miles	7.4	8.5
Population per Square Mile		
2010	1,287.7	1,821.6
2020	1,288.6	2,222.9
Percent Change	0%	22%

Land Area

The total amount of land area for Alpine and Highland is very similar. Alpine is 7.4 square miles and Highland is 8.5 square miles. The border shared between the two cities is approximately four miles in length. Between 2010 and 2020 population per square mile increased by 22% in Highland. Alpine experienced no increase in population per square mile. This is shown in Table 3.

Conclusion

Collecting data points and pieces of information about Alpine and Highland help to tell the overall story of mobility. By understanding what exists today and what the needs are, a more informed plan can be developed. Using this information coupled with public feedback, a cohesive approach to improving walking and biking connectivity will be realized.

Both cities support land uses that favor low-density residential. This type of built environment can provide opportunities for safe connections in existing neighborhoods and the incorporation of future walking and biking facilities as Alpine and Highland continue to develop.

There are several designated Safe Routes to School across Alpine and Highland. These routes can be integrated into the improvements and expansion of walking and biking facilities. Several of these routes are located on or across roads that have high vehicle volumes and speeds and a high number of crashes. SR-92 and other roads that experience high traffic speeds create safety risks for pedestrians and bicyclists, especially where these roads intersect. The majority of crashes, including those that involve a pedestrian or a bicyclist, occur at intersections.

While people of all ages and abilities should be included when planning and designing walking and biking facilities, the high percentage of population under 18 years old and the above average number of people per household should be taken into considered when creating a connected network in Alpine and Highland.

The Murdock Canal trail is an asset for both communities that provides walking and biking access to neighboring cities. It can serve as a core part of a connected, comfortable, and accessible walking and biking network for Alpine and Highland. Several other paved, shared-use paths exist in Alpine and Highland. However, these paths do not seamlessly connect to nearby facilities or a regional network. Multiple paved trail projects are being funded, and as these become implemented they create opportunities to further connect a cohesive walking and biking network among the two cities. As the network expands, it should include comfortable on street facilities in addition to shared use paths. Many roads have available right-of-way to incorporate facilities like protected bike lanes, but only two currently exist.

APPENDIX C

Planning Level Cost Estimates

MAIN STREET

Buffered Bike Lane						
Estimate Item	Segment	Length	Each	Unit	Unit Cost	Cost
Remove Pavement Markings	Canyon Crest Rd to Red Pine Dr.	505	4	ft	\$ 1.00	\$ 2,020.00
	Red Pine Dr. to 200 North	2,325	4	ft	\$ 1.00	\$ 9,300.00
Subtotal						\$ 1,320.00
Remove Pavement Messaging	Canyon Crest Rd to Red Pine Dr.		0	each	\$ 95.00	\$ -
	Red Pine Dr. to 200 North		3	each	\$ 95.00	\$ 285.00
Subtotal						\$ 285.00
Pavement Striping - solid white lines + yellow lines	Canyon Crest Rd to Red Pine Dr.	505	8	ft	\$ 1.50	\$ 6,060.00
	Red Pine Dr. to 200 North	2,325	6	ft	\$ 1.50	\$ 20,925.00
Pavement Striping - diagonal white lines	Canyon Crest Rd to Red Pine Dr.	3	101	ft	\$ 1.50	\$ 454.50
	Red Pine Dr. to 200 North	3	465	ft	\$ 1.50	\$ 2,092.50
Subtotal						\$ 29,532.00
Pavement Messaging	Canyon Crest Rd to Red Pine Dr.		2	each	\$ 150.00	\$ 300.00
	Red Pine Dr. to 200 North		10	each	\$ 150.00	\$ 1,500.00
Subtotal						\$ 1,800.00
Roadway Excavation	Canyon Crest Rd to Red Pine Dr.		0	cu yd	\$ 12.00	\$ -
	Red Pine Dr. to 200 North		0	cu yd	\$ 12.00	\$ -
Subtotal						\$ -
Roadway Base Course -8"	Canyon Crest Rd to Red Pine Dr.	0		cu yd	\$ 35.00	\$ -
	Red Pine Dr. to 200 North	0		cu yd	\$ 35.00	\$ -
Subtotal						\$ -

Roadway HMA -4"	Canyon Crest Rd to Red Pine Dr.	0		152lbs/ cubic ft	\$ 110.00	\$ -
	Red Pine Dr. to 200 North	0		152lbs/ cubic ft	\$ 110.00	\$ -
Subtotal						\$ -
Subtotal before Contingencies						\$ 42,937.00
Contingencies						
landscaping (5%)		5%				\$2,146.85
drainage, erosion & sediment control (20%)		20%				\$8,587.40
mobilization (10%)		10%				\$4,293.70
traffic control (5%)		5%				\$2,146.85
utility adjustment (5%)		5%				\$2,146.85
Total						\$ 62,258.65
price per mile						\$ 115,293.80

MAIN STREET

Curb Separated Bike Lane

Estimate Item	Segment	Length	Each	Unit	Unit Cost	Cost
Remove Pavement Markings	Canyon Crest Rd to Red Pine Dr.	505	4	ft	\$ 1.00	\$ 2,020.00
	Red Pine Dr. to 200 North	2,325	4	ft	\$ 1.00	\$ 9,300.00
Subtotal						\$ 11,320.00
Remove Pavement Messaging	Canyon Crest Rd to Red Pine Dr.		0	each	\$ 95.00	\$ -
	Red Pine Dr. to 200 North		3	each	\$ 95.00	\$ 285.00
Subtotal						\$ 285.00

Pavement Striping - solid white lines	Canyon Crest Rd to Red Pine Dr.	505	6	ft	\$ 1.50	\$ 4,545.00
	Red Pine Dr. to 200 North	2,325	4	ft	\$ 1.50	\$ 13,950.00
Concrete curb type B5 (taller curb)	Canyon Crest Rd to Red Pine Dr.	505		ft	\$ 22.00	\$ 11,110.00
	Red Pine Dr. to 200 North	2,325		ft	\$ 22.00	\$ 51,150.00
Subtotal						\$ 80,755.00
Pavement Messaging	Canyon Crest Rd to Red Pine Dr.		2	each	\$ 150.00	\$ 300.00
	Red Pine Dr. to 200 North		10	each	\$ 150.00	\$ 1,500.00
Subtotal						\$ 1,800.00
Roadway Excavation	Canyon Crest Rd to Red Pine Dr.		0	cu yd	\$ 12.00	\$ -
	Red Pine Dr. to 200 North		0	cu yd	\$ 12.00	\$ -
Subtotal						\$ -
Roadway Base Course -8"	Canyon Crest Rd to Red Pine Dr.	0		cu yd	\$ 35.00	\$ -
	Red Pine Dr. to 200 North	0		cu yd	\$ 35.00	\$ -
Subtotal						\$ -
Roadway HMA -4"	Canyon Crest Rd to Red Pine Dr.	0		152lbs/cubic ft	\$ 110.00	\$ -
	Red Pine Dr. to 200 North	0		152lbs/cubic ft	\$ 110.00	\$ -
Subtotal						\$ -
Subtotal before Contingencies						\$ 94,160.00
Contingencies						
landscaping (5%)		5%				\$4,708.00
drainage, erosion & sediment control (20%)		20%				\$18,832.00
mobilization (10%)		10%				\$9,416.00
traffic control (5%)		5%				\$4,708.00

utility adjustment (5%)		5%				\$4,708.00
Total						\$ 136,532.00
price per mile						\$ 252,837.04

200 NORTH						
Buffered Bike Lane						
Estimate Item	Segment	Length	Each	Unit	Unit Cost	Cost
Remove Pavement Markings	Westfield Rd to Main St	2,055	4	ft	\$ 1.00	\$ 8,220.00
	Main St to North 300 East St	847	4	ft	\$ 1.00	\$ 3,388.00
Subtotal						\$ 11,608.00
Remove Pavement Messaging	Westfield Rd to Main St		0	each	\$ 95.00	\$ -
	Main St to North 300 East St		0	each	\$ 95.00	\$ -
Subtotal						\$ -
Pavement Striping - solid white lines + yellow lines	Westfield Rd to Main St	2,055	6	ft	\$ 1.50	\$ 18,495.00
	Main St to North 300 East St	1,342	6	ft	\$ 1.50	\$ 12,078.00
Pavement Striping - diagonal white lines	Westfield Rd to Main St	3	411	ft	\$ 1.50	\$ 1,849.50
	Main St to North 300 East St	3	268.4	ft	\$ 1.50	\$ 1,207.80
Subtotal						\$ 33,630.30
Pavement Messaging	Westfield Rd to Main St		4	each	\$ 150.00	\$ 600.00
	Main St to North 300 East St		4	each	\$ 150.00	\$ 600.00
Subtotal						\$ 1,200.00
Roadway Excavation	Westfield Rd to Main St		0	cu yd	\$ 12.00	\$ -
	Main St to North 300 East St		0	cu yd	\$ 12.00	\$ -
Subtotal						\$ -

Subtotal before Contingencies						\$ 46,438.30
Contingencies						
landscaping (5%)		5%				\$2,321.92
drainage, erosion & sediment control (20%)		20%				\$9,287.66
mobilization (10%)		10%				\$4,643.83
traffic control (5%)		5%				\$2,321.92
utility adjustment (5%)		5%				\$2,321.92
Total						\$ 67,335.54
Price per mile						\$ 102,023.54

200 NORTH						
Curb Separated Bike Lane						
Estimate Item	Segment	Length	Each	Unit	Unit Cost	Cost
Remove Pavement Markings	Westfield Rd to Main St	2,055	4	ft	\$ 1.00	\$ 8,220.00
	Main St to North 300 East St	847	4	ft	\$ 1.00	\$ 3,388.00
						\$ 11,608.00
Remove Pavement Messaging	Westfield Rd to Main St		0	each	\$ 95.00	\$ -
	Main St to North 300 East St		0	each	\$ 95.00	\$ -
Subtotal						\$ -
Pavement Striping - solid white lines	Westfield Rd to Main St	2,055	4	ft	\$ 1.50	\$ 12,330.00
	Main St to North 300 East St	1,342	4	ft	\$ 1.50	\$ 8,052.00

Concrete curb type B5 (taller curb)	Westfield Rd to Main St	2,055		ft	\$ 22.00	\$ 45,210.00
	Main St to North 300 East St	1,342		ft	\$ 22.00	\$ 29,524.00
Subtotal						\$ 95,116.00
Pavement Messaging	Westfield Rd to Main St		4	each	\$ 150.00	\$ 600.00
	Main St to North 300 East St		4	each	\$ 150.00	\$ 600.00
Subtotal						\$ 1,200.00
Roadway Excavation	Westfield Rd to Main St	0		cu yd	\$ 12.00	\$ -
	Main St to North 300 East St	0		cu yd	\$ 12.00	\$ -
Subtotal						\$ -
Roadway Base Course -8"	Westfield Rd to Main St	0		cu yd	\$ 35.00	\$ -
	Main St to North 300 East St	0		cu yd	\$ 35.00	\$ -
Subtotal						\$ -
Roadway HMA -4"	Westfield Rd to Main St	0		152lbs / cubic ft	\$ 110.00	\$ -
	Main St to North 300 East St	0		152lbs / cubic ft	\$ 110.00	\$ -
Subtotal						\$ -
Subtotal before Contingencies						\$ 107,924.00
Contingencies						
landscaping (5%)		5%				\$5,396.20
drainage, erosion & sediment control (20%)		20%				\$21,584.80
mobilization (10%)		10%				\$10,792.40
traffic control (5%)		5%				\$5,396.20
utility adjustment (5%)		5%				\$5,396.20
Total						\$ 156,489.80
Price per mile						\$ 237,105.76

5300 WEST SHARED USE PATH

Estimate Item	Segment	Length	Width	Depth	Each	Unit	Unit Cost	Cost
Remove Concrete Driveway	West 9600 North to 10400 North	4	4		1	sq yd	\$ 12.00	\$192.00
	10400 North to SR-92	0	0		0	sq yd	\$ 12.00	\$0.00
	SR-92 to Canyon Crest Rd	4	6.67		18	sq yd	\$12.00	\$5,762.88
Subtotal								\$5,954.88
Concrete Flatwork-6 inch thick (driveway replacement)	West 9600 North to 10400 North	12	12		1	sq ft	\$ 13.00	\$1,872.00
	10400 North to SR-92	0	0		0	sq ft	\$ 13.00	\$0.00
	SR-92 to Canyon Crest Rd	12	20		18	sq ft	\$ 13.00	\$56,160.00
Subtotal								\$58,032.00
Remove Concrete Sidewalk	West 9600 North to 10400 North	1,282	1.67			sq yd	\$ 12.00	\$ 25,691.28
	10400 North to SR-92	1,243	1.67			sq yd	\$ 12.00	\$ 24,909.72
	SR-92 to Canyon Crest Rd	1,420	1.67			sq yd	\$ 12.00	\$ 28,456.80
Subtotal								\$ 79,057.80
Trail Pavement section-12 ft wide 2.5" HMA	West 9600 North to 10400 North	3,846	12	0.208		152lbs / cubic ft	\$ 110.00	\$ 80,381.40
	10400 North to SR-92	3,729	12	0.208		152lbs / cubic ft	\$ 110.00	\$ 77,936.10
	SR-92 to Canyon Crest Rd	6,066	12	0.208		152lbs / cubic ft	\$ 110.00	\$ 126,779.40
Subtotal								\$ 285,096.90
Pedestrian Ramps	West 9600 North to 10400 North				16		\$3,500.00	\$56,000.00

Subtotal before Contingencies								\$965,067.47
Contingencies		Percent of Total						
landscaping (5%)		5%						\$48,253.37
drainage, erosion & sediment control (20%)		20%						\$193,013.49
mobilization (10%)		10%						\$96,506.75
traffic control (5%)		5%						\$48,253.37
utility adjustment (5%)		5%						\$48,253.37
Total								\$1,399,347.83

6000 West								
Shared Use Path and Bike Lane								
Estimate Item	Segment	Length	Width	Depth	Each	Unit	Unit Cost	Cost
Remove Concrete Driveway	West 9600 North to West 10400 North	3	7		24	sq yd	\$ 12.00	\$6,048.00
	West 10400 North to SR-92					sq yd	\$ 12.00	\$0.00
Subtotal								\$6,048.00
Concrete Flatwork-6 inch thick (driveway replacement)	West 9600 North to West 10400 North	9	21		24	sq ft	\$ 13.00	\$58,968.00
	West 10400 North to SR-92					sq ft	\$ 13.00	\$0.00
Subtotal								\$58,968.00
Remove Concrete Sidewalk	West 9600 North to West 10400 North	1,051	1.67			sq yd	\$ 12.00	\$ 21,062.04
	West 10400 North to SR-92	1,082	1.67			sq yd	\$ 12.00	\$ 21,683.28
Subtotal								\$ 42,745.32
Trail Pavement section-12 ft wide 2.5" HMA	West 9600 North to West 10400 North	5,150	12	0.208		152lbs/ cubic ft	\$ 110.00	\$ 107,635.00

	West 10400 North to SR-92	3,738	12	0.208		152lbs/ cubic ft	\$ 110.00	\$ 78,124.20
Subtotal								\$ 185,759.20
Pedestrian Ramps	West 9600 North to West 10400 North				7		\$3,500.00	\$24,500.00
	West 10400 North to SR-92				9		\$3,500.00	\$31,500.00
Subtotal								\$56,000.00
6" base course	West 9600 North to West 10400 North	1,716	4	0.167		cu yd	\$ 35.00	\$ 40,048.01
	West 10400 North to SR-92	1,246	4	0.167		cu yd	\$ 35.00	29,079.15
Subtotal								\$ 69,127.16
Landscaping Replacement	West 9600 North to West 10400 North	5,150	5			sq ft	\$ 2.00	\$ 51,500.00
	West 10400 North to SR-92	3,738	5			sq ft	\$ 2.00	\$ 37,380.00
Subtotal								\$ 88,880.00
New Trail- Excavation	West 9600 North to West 10400 North	1,716	4	0.236		cu yd	\$ 12.00	\$ 19,448.00
	West 10400 North to SR-92	1,246	4	0.236		cu yd	\$ 12.00	\$ 14,121.33
Subtotal								\$ 33,569.33
Tree Removal	West 9600 North to West 10400 North				13	Each	\$600.00	\$ 7,800.00
	West 10400 North to SR-92				12	Each	\$ 600.00	\$ 7,200.00
Subtotal								\$ 15,000.00
Subtotal before Contingencie s								\$556,097.01
Contingencie s		Percent of Total						
landscaping (5%)		5%						\$27,804.85
drainage, erosion & sediment control (20%)		20%						\$111,219.40
mobilization (10%)		10%						\$55,609.70

traffic control (5%)		5%						\$27,804.85
utility adjustment (5%)		5%						\$27,804.85
Total								\$806,340.66

6000 West								
Buffered Bike Lane								
Estimate Item	Segment	Length	Width	Depth	Each	Unit	Unit Cost	Cost
Remove Pavement Markings	West 9600 North to 9921 North	1,902			2	ft	\$ 1.00	\$ 3,804.00
	9921 North to West 9960 North	305			2	ft	\$ 1.00	\$ 610.00
	West 9960 North to 10010 North	300			2	ft	\$ 1.00	\$ 600.00
	10010 North to West 10100 North	836			2	ft	\$ 1.00	\$ 1,672.00
	West 10100 North to 10200 North	544			2	ft	\$ 1.00	\$ 1,088.00
	10200 North to 10268 North	488			2	ft	\$ 1.00	\$ 976.00
	10268 North to West 10400 North	760			2	ft	\$ 1.00	\$ 1,520.00
	West 10400 North to 10485 North	334			2	ft	\$ 1.00	\$ 668.00

	10485 North to West 10550 North	622			2	ft	\$ 1.00	\$ 1,244.00
	West 10500 North to SR-92	2,930			2	ft	\$ 1.00	\$ 5,860.00
	SR-92 to 11200 North	1,230			2	ft	\$ 1.00	\$ 2,460.00
	11200 North to 11299 North	500			2	ft	\$ 1.00	\$ 1,000.00
	11299 North to 11366 North	495			2	ft	\$ 1.00	\$ 990.00
	11366 North to West Bull River Rd	952			2	ft	\$ 1.00	\$ 1,904.00
	West Bull River Rd to West Gable Ridge Ct	290			2	ft	\$ 1.00	\$ 580.00
	West Gable Ridge Ct to 11605 North	488			2	ft	\$1.00	\$ 976.00
	11605 North to Westfield Rd	1,177			2	ft	\$ 1.00	\$ 2,354.00
	Subtotal							\$ 28,306.00
Remove Pavement Messaging	West 9600 North to 9921 North				0	each	\$ 95.00	\$ -
	9921 North to West 9960 North				0	each	\$ 95.00	\$ -
	West 9960 North to				0	each	\$ 95.00	\$ -

	10010 North							
	10010 North to West 10100 North				0	each	\$ 95.00	\$ -
	West 10100 North to 10200 North				0	each	\$ 95.00	\$ -
	10200 North to 10268 North				0	each	\$ 95.00	\$ -
	10268 North to West 10400 North				0	each	\$ 95.00	\$ -
	West 10400 North to 10485 North				0	each	\$ 95.00	\$ -
	10485 North to West 10550 North				0	each	\$ 95.00	\$ -
	West 10500 North to SR-92				0	each	\$ 95.00	\$ -
	SR-92 to 11200 North				0	each	\$ 95.00	\$ -
	11200 North to 11299 North				0	each	\$ 95.00	\$ -
	11299 North to 11366 North				0	each	\$ 95.00	\$ -
	11366 North to West Bull River Rd				0	each	\$ 95.00	\$ -
	West Bull River Rd				0	each	\$ 95.00	\$ -

	to West Gable Ridge Ct							
	West Gable Ridge Ct to 11605 North				0	each	\$ 95.00	\$ -
	11605 North to Westfield Rd				0	each	\$ 95.00	\$ -
	Subtotal							\$ -
Pavement Striping - solid white lines	West 9600 North to 9921 North	1,902			6	ft	\$ 1.50	\$ 17,118.00
	9921 North to West 9960 North	305			6	ft	\$ 1.50	\$ 2,745.00
	West 9960 North to 10010 North	300			6	ft	\$ 1.50	\$ 2,700.00
	10010 North to West 10100 North	836			6	ft	\$ 1.50	\$ 7,524.00
	West 10100 North to 10200 North	544			6	ft	\$ 1.50	\$ 4,896.00
	10200 North to 10268 North	488			6	ft	\$ 1.50	\$ 4,392.00
	10268 North to West 10400 North	760			6	ft	\$ 1.50	\$ 6840.00
	West 10400 North to 10485 North	334			6	ft	\$ 1.50	\$ 3,006.00

	10485 North to West 10550 North	622			6	ft	\$ 1.50	\$ 5,598.00
	West 10500 North to SR-92	2,930			6	ft	\$ 1.50	\$ 26,370.00
	SR-92 to 11200 North	1,230			6	ft	\$ 1.50	\$ 11,070.00
	11200 North to 11299 North	500			6	ft	\$ 1.50	\$ 4,500.00
	11299 North to 11366 North	495			6	ft	\$ 1.50	\$ 4,455.00
	11366 North to West Bull River Rd	952			6	ft	\$ 1.50	\$ 8,568.00
	West Bull River Rd to West Gable Ridge Ct	290			6	ft	\$ 1.50	\$ 2,610.00
	West Gable Ridge Ct to 11605 North	488			6	ft	\$ 1.50	\$ 4,392.00
	11605 North to Westfield Rd	1,177			6	ft	\$ 1.50	\$ 10,593.00
	Subtotal							\$ 127,377.00
Pavement Striping - diagonal white lines	West 9600 North to 9921 North	3			380.4	ft	\$ 1.50	\$ 1,711.80
	9921 North to West 9960 North	3			61	ft	\$ 1.50	\$ 274.50
	West 9960 North to	3			60	ft	\$ 1.50	\$ 270.00

	10010 North							
	10010 North to West 10100 North	3			167.2	ft	\$ 1.50	\$ 752.40
	West 10100 North to 10200 North	3			108.8	ft	\$ 1.50	\$ 489.60
	10200 North to 10268 North	3			97.6	ft	\$ 1.50	\$ 439.20
	10268 North to West 10400 North	3			152	ft	\$ 1.50	\$ 684.00
	West 10400 North to 10485 North	3			66.8	ft	\$ 1.50	\$ 300.60
	10485 North to West 10550 North	3			124.4	ft	\$ 1.50	\$ 559.80
	West 10500 North to SR-92	3			586	ft	\$ 1.50	\$ 2,637.00
	SR-92 to 11200 North	3			246	ft	\$ 1.50	\$ 1,107.00
	11200 North to 11299 North	3			100	ft	\$ 1.50	\$ 450.00
	11299 North to 11366 North	3			99	ft	\$ 1.50	\$ 445.50
	11366 North to West Bull River Rd	3			190.4	ft	\$ 1.50	\$ 856.80
	West Bull River Rd	3			58	ft	\$ 1.50	\$ 261.00

	to West Gable Ridge Ct							
	West Gable Ridge Ct to 11605 North	3			97.6	ft	\$ 1.50	\$ 439.20
	11605 North to Westfield Rd	3			235.4	ft	\$ 1.50	\$ 1,059.30
	Subtotal							\$ 12,737.70
Pavement Messaging	West 9600 North to 9921 North				7	each	\$ 150.00	\$ 1,050.00
	9921 North to West 9960 North				1	each	\$ 150.00	\$ 150.00
	West 9960 North to 10010 North				1	each	\$ 150.00	\$ 150.00
	10010 North to West 10100 North				2	each	\$ 150.00	\$ 300.00
	West 10100 North to 10200 North				1	each	\$ 150.00	\$ 150.00
	10200 North to 10268 North				0	each	\$ 150.00	\$ -
	10268 North to West 10400 North				1	each	\$ 150.00	\$ 150.00
	West 10400 North to 10485 North				1	each	\$ 150.00	\$ 150.00

	10485 North to West 10550 North				1	each	\$ 150.00	\$ 150.00
	West 10500 North to SR-92				5	each	\$ 150.00	\$ 750.00
	SR-92 to 11200 North				2	each	\$ 150.00	\$ 300.00
	11200 North to 11299 North				1	each	\$ 150.00	\$ 150.00
	11299 North to 11366 North				0	each	\$ 150.00	\$ -
	11366 North to West Bull River Rd				1	each	\$ 150.00	\$ 150.00
	West Bull River Rd to West Gable Ridge Ct				0	each	\$ 150.00	\$ -
	West Gable Ridge Ct to 11605 North				2	each	\$ 150.00	\$ 300.00
	11605 North to Westfield Rd				2	each	\$ 150.00	\$300.00
	Subtotal							\$ 4,200.00
Roadway Excavation	West 9600 North to 9921 North	0	0	0		cu yd	\$ 12.00	\$ -
	9921 North to West 9960 North	102	6.67	0.33		cu yd	\$ 12.00	\$ 2,720.00
	West 9960 North to	100	3.33	0.33		cu yd	\$ 12.00	\$ 1,333.33

	10010 North							
	10010 North to West 10100 North	278	6.67	0.33		cu yd	\$ 12.00	\$ 7,413.33
	West 10100 North to 10200 North	182	3.33	0.33		cu yd	\$ 12.00	\$ 2,426.67
	10200 North to 10268 North	163	6.67	0.33		cu yd	\$ 12.00	\$ 4,346.67
	10268 North to West 10400 North	253	3.33	0.33		cu yd	\$ 12.00	\$3,373.33
	West 10400 North to 10485 North	112	6.67	0.33		cu yd	\$ 12.00	\$ 2,986.67
	10485 North to West 10550 North	21	3.33	0.33		cu yd	\$ 12.00	\$ 280.00
	West 10500 North to SR-92	0	0.00	0.00		cu yd	\$ 12.00	\$ -
	SR-92 to 11200 North	410	3.33	0.33		cu yd	\$ 12.00	\$ 5,466.67
	11200 North to 11299 North	167	6.67	0.33		cu yd	\$ 12.00	\$ 4,453.33
	11299 North to 11366 North	165	3.33	0.33		cu yd	\$ 12.00	\$ 2,200.00
	11366 North to West Bull River Rd	0	0.00	0.00		cu yd	\$ 12.00	\$ -
	West Bull River Rd	96	3.33	0.33		cu yd	\$ 12.00	\$ 1,280.00

	to West Gable Ridge Ct							
	West Gable Ridge Ct to 11605 North	0	0.00	0.00		cu yd	\$ 12.00	\$ -
	11605 North to Westfield Rd	392	3.33	0.33		cu yd	\$ 12.00	\$ 5,226.67
	Subtotal							\$ 43,506.67
Roadway Base Course -8"	West 9600 North to 9921 North	0	0	0		cu yd	\$ 35.00	\$ -
	9921 North to West 9960 North	102	6.67	0.22		cu yd	\$ 35.00	\$ 5,288.89
	West 9960 North to 10010 North	100	3.33	0.22		cu yd	\$ 35.00	\$ 2,592.59
	10010 North to West 10100 North	278	6.67	0.22		cu yd	\$ 35.00	\$ 14,414.81
	West 10100 North to 10200 North	182	3.33	0.22		cu yd	\$ 35.00	\$ 4,718.52
	10200 North to 10268 North	163	6.67	0.22		cu yd	\$ 35.00	\$ 8,451.85
	10268 North to West 10400 North	253	3.33	0.22		cu yd	\$ 35.00	\$ 6,559.26
	West 10400 North to 10485 North	112	6.67	0.22		cu yd	\$ 35.00	\$ 5,807.41

	10485 North to West 10550 North	21	3.33	0.22		cu yd	\$ 35.00	\$ 544.44
	West 10500 North to SR-92	0	0.00	0.22		cu yd	\$ 35.00	\$ -
	SR-92 to 11200 North	410	3.33	0.22		cu yd	\$ 35.00	\$ 10,629.63
	11200 North to 11299 North	167	6.67	0.22		cu yd	\$ 35.00	\$ 8,659.26
	11299 North to 11366 North	165	3.33	0.22		cu yd	\$ 35.00	\$ 4,277.78
	11366 North to West Bull River Rd	0	0.00	0.22		cu yd	\$ 35.00	\$ -
	West Bull River Rd to West Gable Ridge Ct	96	3.33	0.22		cu yd	\$ 35.00	\$ 2,488.89
	West Gable Ridge Ct to 11605 North	0	0.00	0.22		cu yd	\$ 35.00	\$ -
	11605 North to Westfield Rd	392	3.33	0.22		cu yd	\$ 35.00	\$ 10,162.96
	Subtotal							\$ 84,596.30
Roadway HMA -4"	West 9600 North to 9921 North	0	0	0		152lbs/ cubic ft	\$ 110.00	\$
	9921 North to West 9960 North	305	6.67	0.33		152lbs/ cubic ft	\$ 110.00	\$ 5,666.22
	West 9960 North to	300	3.33	0.33		152lbs/ cubic ft	\$ 110.00	\$ 2,786.67

	10010 North							
	10010 North to West 10100 North	836	6.67	0.33		152lbs/ cubic ft	\$ 110.00	\$ 15,531.02
	West 10100 North to 10200 North	544	3.33	0.33		152lbs/ cubic ft	\$ 110.00	\$ 5,053.16
	10200 North to 10268 North	488	6.67	0.33		152lbs/ cubic ft	\$ 110.00	\$ 9,065.96
	10268 North to West 10400 North	760	3.33	0.33		152lbs/ cubic ft	\$ 110.00	\$ 7,059.56
	West 10400 North to 10485 North	334	6.67	0.33		152lbs/ cubic ft	\$ 110.00	\$ 6,204.98
	10485 North to West 10550 North	622	3.33	0.33		152lbs/ cubic ft	\$ 110.00	\$ 5,777.69
	West 10500 North to SR-92	2,930	0.00	0.33		152lbs/ cubic ft	\$ 110.00	\$
	SR-92 to 11200 North	1,230	3.33	0.33		152lbs/ cubic ft	\$ 110.00	\$ 11,425.33
	11200 North to 11299 North	500	6.67	0.33		152lbs/ cubic ft	\$ 110.00	\$ 9,288.89
	11299 North to 11366 North	495	3.33	0.33		152lbs/ cubic ft	\$ 110.00	\$ 4,598.00
	11366 North to West Bull River Rd	952	0.00	0.33		152lbs/ cubic ft	\$ 110.00	\$ -
	West Bull River Rd	290	3.33	0.33		152lbs/ cubic ft	\$ 110.00	\$ 2,693.78

	to West Gable Ridge Ct							
	West Gable Ridge Ct to 11605 North	488	0.00	0.33		152lbs/ cubic ft	\$ 110.00	\$
	11605 North to Westfield Rd	1,177	3.33	0.33		152lbs/ cubic ft	\$ 110.00	\$ 10,933.02
Subtotal								\$ 96,084.27
Subtotal before Contingencies								\$ 96,807.93
Contingencies		Percent of Total						
landscaping (5%)		5%						\$19,840.40
drainage, erosion & sediment control (20%)		20%						\$79,361.59
mobilization (10%)		10%						\$39,680.79
traffic control (5%)		5%						\$19,840.40
utility adjustment (5%)		5%						\$19,840.40
Total								\$ 575,371.50
Buffered Price per mile (two sides)							\$ 575,371.50	

6000 West

Curb Separated Bike Lane

Estimate Item	Segment	Length	Width	Depth	Each	Unit	Unit Cost	Cost
Remove Pavement Markings	West 9600 North to 9921 North	1,902			2	ft	\$ 1.00	\$ 3,804.00
	9921 North to West 9960 North	305			2	ft	\$ 1.00	\$ 610.00
	West 9960	300			2	ft	\$ 1.00	\$ 600.00

	North to 10010 North							
	10010 North to West 10100 North	836			2	ft	\$ 1.00	\$ 1,672.00
	West 10100 North to 10200 North	544			2	ft	\$ 1.00	\$ 1,088.00
	10200 North to 10268 North	488			2	ft	\$ 1.00	\$ 976.00
	10268 North to West 10400 North	760			2	ft	\$ 1.00	\$ 1,520.00
	West 10400 North to 10485 North	334			2	ft	\$ 1.00	\$ 668.00
	10485 North to West 10550 North	622			2	ft	\$ 1.00	\$ 1,244.00
	West 10500 North to SR-92	2,930			2	ft	\$ 1.00	\$ 5,860.00
	SR-92 to 11200 North	1,230			2	ft	\$ 1.00	\$ 2,460.00
	11200 North to 11299 North	500			2	ft	\$ 1.00	\$ 1,000.00
	11299 North to 11366 North	495			2	ft	\$ 1.00	\$ 990.00
	11366 North to West Bull River Rd	952			2	ft	\$ 1.00	\$ 1,904.00

	West Bull River Rd to West Gable Ridge Ct	290			2	ft	\$ 1.00	\$ 580.00
	West Gable Ridge Ct to 11605 North	488			2	ft	\$ 1.00	\$ 976.00
	11605 North to Westfield Rd	1,177			2	ft	\$ 1.00	\$ 2,354.00
Subtotal								\$ 28,306.00
Remove Pavement Messaging	West 9600 North to 9921 North				1	each	\$ 95.00	\$ 95.00
	9921 North to West 9960 North				0	each	\$ 95.00	\$ -
	West 9960 North to 10010 North				0	each	\$ 95.00	\$ -
	10010 North to West 10100 North				0	each	\$ 95.00	\$ -
	West 10100 North to 10200 North				0	each	\$ 95.00	\$ -
	10200 North to 10268 North				0	each	\$ 95.00	\$ -
	10268 North to West 10400 North				0	each	\$ 95.00	\$ -
	West 10400 North to				0	each	\$ 95.00	\$ -

	10485 North							
	10485 North to West 10550 North				0	each	\$ 95.00	\$ -
	West 10500 North to SR-92				2	each	\$ 95.00	\$ 190.00
	SR-92 to 11200 North				0	each	\$ 95.00	\$ -
	11200 North to 11299 North				0	each	\$ 95.00	\$ -
	11299 North to 11366 North				0	each	\$ 95.00	\$ -
	11366 North to West Bull River Rd				0	each	\$ 95.00	\$ -
	West Bull River Rd to West Gable Ridge Ct				0	each	\$ 95.00	\$ -
	West Gable Ridge Ct to 11605 North				0	each	\$ 95.00	\$ -
	11605 North to Westfield Rd				0	each	\$ 95.00	\$ -
	Subtotal							\$ 285.00
Pavement Striping - solid white lines	West 9600 North to 9921 North	1,902			4	ft	\$ 1.50	\$ 11,412.00
	9921 North to West 9960 North	305			4	ft	\$ 1.50	\$ 1,830.00

	West 9960 North to 10010 North	300			4	ft	\$ 1.50	\$ 1,800.00
	10010 North to West 10100 North	836			4	ft	\$ 1.50	\$ 5,016.00
	West 10100 North to 10200 North	544			4	ft	\$ 1.50	\$ 3,264.00
	10200 North to 10268 North	488			4	ft	\$ 1.50	\$ 2,928.00
	10268 North to West 10400 North	760			4	ft	\$ 1.50	\$ 4,560.00
	West 10400 North to 10485 North	334			4	ft	\$ 1.50	\$ 2,004.00
	10485 North to West 10550 North	622			4	ft	\$ 1.50	\$ 3,732.00
	West 10500 North to SR-92	2,930			4	ft	\$ 1.50	\$ 17,580.00
	SR-92 to 11200 North	1,230			4	ft	\$ 1.50	\$ 7,380.00
	11200 North to 11299 North	500			4	ft	\$ 1.50	\$ 3,000.00
	11299 North to 11366 North	495			4	ft	\$ 1.50	\$ 2,970.00
	11366 North to	952			4	ft	\$ 1.50	\$ 5,712.00

	West Bull River Rd							
	West Bull River Rd to West Gable Ridge Ct	290			4	ft	\$ 1.50	\$ 1,740.00
	West Gable Ridge Ct to 11605 North	488			4	ft	\$ 1.50	\$ 2,928.00
	11605 North to Westfield Rd	1,177			4	ft	\$ 1.50	\$ 7,062.00
Subtotal								\$ 84,918.00
Concrete curb type B5 (taller curb)	West 9600 North to 9921 North	1,902			2	ft	\$ 22.00	\$ 83,688.00
	9921 North to West 9960 North	305			2	ft	\$ 22.00	\$ 13,420.00
	West 9960 North to 10010 North	300			2	ft	\$ 22.00	\$ 13,200.00
	10010 North to West 10100 North	836			2	ft	\$ 22.00	\$ 36,784.00
	West 10100 North to 10200 North	544			2	ft	\$ 22.00	\$ 23,936.00
	10200 North to 10268 North	488			2	ft	\$ 22.00	\$ 21,472.00
	10268 North to West 10400 North	760			2	ft	\$ 22.00	\$ 33,440.00

	West 10400 North to 10485 North	334			2	ft	\$ 22.00	\$ 14,696.00
	10485 North to West 10550 North	622			2	ft	\$ 22.00	\$ 27,368.00
	West 10500 North to SR-92	2,930			2	ft	\$ 22.00	\$ 128,920.00
	SR-92 to 11200 North	1,230			2	ft	\$ 22.00	\$ 54,120.00
	11200 North to 11299 North	500			2	ft	\$ 22.00	\$ 22,000.00
	11299 North to 11366 North	495			2	ft	\$ 22.00	\$ 21,780.00
	11366 North to West Bull River Rd	952			2	ft	\$ 22.00	\$ 41,888.00
	West Bull River Rd to West Gable Ridge Ct	290			2	ft	\$ 22.00	\$ 12,760.00
	West Gable Ridge Ct to 11605 North	488			2	ft	\$ 22.00	\$ 21,472.00
	11605 North to Westfield Rd	1,177			2	ft	\$ 22.00	\$ 51,788.00
	Subtotal							\$ 622,732.00
Concrete flatwork (median)	West 9600 North to 9921 North	1,902	1.3333 33333			sq ft	\$13.00	\$ 32,968.00
	9921 North to West	305	1.3333 33333			sq ft	\$ 13.00	\$ 5,286.67

	9960 North							
	West 9960 North to 10010 North	300	1.3333 33333			sq ft	\$ 13.00	\$ 5,200.00
	10010 North to West 10100 North	836	1.3333 33333			sq ft	\$ 13.00	\$ 14,490.67
	West 10100 North to 10200 North	544	1.3333 33333			sq ft	\$ 13.00	\$ 9,429.33
	10200 North to 10268 North	488	1.3333 33333			sq ft	\$ 13.00	\$ 8,458.67
	10268 North to West 10400 North	760	1.3333 33333			sq ft	\$ 13.00	\$ 13,173.33
	West 10400 North to 10485 North	334	1.3333 33333			sq ft	\$ 13.00	\$ 5,789.33
	10485 North to West 10550 North	622	1.3333 33333			sq ft	\$ 13.00	\$ 10,781.33
	West 10500 North to SR-92	2,930	1.3333 33333			sq ft	\$ 13.00	\$ 50,786.67
	SR-92 to 11200 North	1,230	1.3333 33333			sq ft	\$ 13.00	\$ 21,320.00
	11200 North to 11299 North	500	1.3333 33333			sq ft	\$ 13.00	\$ 8,666.67
	11299 North to 11366 North	495	1.3333 33333			sq ft	\$ 13.00	\$ 8,580.00

	11366 North to West Bull River Rd	952	1.3333 33333			sq ft	\$ 13.00	\$ 16,501.33
	West Bull River Rd to West Gable Ridge Ct	290	1.3333 33333			sq ft	\$ 13.00	\$ 5,026.67
	West Gable Ridge Ct to 11605 North	488	1.3333 33333			sq ft	\$ 13.00	\$ 8,458.67
	11605 North to Westfield Rd	1,177	1.3333 33333			sq ft	\$ 13.00	\$ 20,401.33
Subtotal								\$ 245,318.67
Pavement Messaging	West 9600 North to 9921 North				7	each	\$ 150.00	\$ 1,050.00
	9921 North to West 9960 North				1	each	\$ 150.00	\$ 150.00
	West 9960 North to 10010 North				1	each	\$ 150.00	\$ 150.00
	10010 North to West 10100 North				2	each	\$ 150.00	\$ 300.00
	West 10100 North to 10200 North				1	each	\$ 150.00	\$ 150.00
	10200 North to 10268 North				0	each	\$ 150.00	\$ -
	10268 North to West				1	each	\$ 150.00	\$ 150.00

	10400 North							
	West 10400 North to 10485 North				1	each	\$ 150.00	\$ 150.00
	10485 North to West 10550 North				1	each	\$ 150.00	\$ 150.00
	West 10500 North to SR-92				5	each	\$ 150.00	\$ 750.00
	SR-92 to 11200 North				2	each	\$ 150.00	\$ 300.00
	11200 North to 11299 North				1	each	\$ 150.00	\$ 150.00
	11299 North to 11366 North				0	each	\$ 150.00	\$ -
	11366 North to West Bull River Rd				1	each	\$ 150.00	\$ 150.00
	West Bull River Rd to West Gable Ridge Ct				0	each	\$ 150.00	\$ -
	West Gable Ridge Ct to 11605 North				2	each	\$ 150.00	\$ 300.00
	11605 North to Westfield Rd				2	each	\$ 150.00	\$ 300.00
	Subtotal							\$ 4,200.00
Roadway Excavation	West 9600 North to 9921 North	0	0	0		cu yd	\$ 12.00	\$ -

	9921 North to West 9960 North	102	6.667	0.333		cu yd	\$ 12.00	\$ 2,720.00
	West 9960 North to 10010 North	100	3.333	0.333		cu yd	\$ 12.00	\$ 1,333.33
	10010 North to West 10100 North	278	6.667	0.333		cu yd	\$ 12.00	\$ 7,413.33
	West 10100 North to 10200 North	182	3.333	0.333		cu yd	\$ 12.00	\$ 2,426.67
	10200 North to 10268 North	163	6.667	0.333		cu yd	\$ 12.00	\$ 4,346.67
	10268 North to West 10400 North	253	3.333	0.333		cu yd	\$ 12.00	\$ 3,373.33
	West 10400 North to 10485 North	112	6.667	0.333		cu yd	\$ 12.00	\$ 2,986.67
	10485 North to West 10550 North	21	3.333	0.333		cu yd	\$ 12.00	\$ 280.00
	West 10500 North to SR-92	0	0.000	0.000		cu yd	\$ 12.00	\$ -
	SR-92 to 11200 North	410	3.333	0.333		cu yd	\$ 12.00	\$ 5,466.67
	11200 North to 11299 North	167	6.667	0.333		cu yd	\$ 12.00	\$ 4,453.33
	11299 North to	165	3.333	0.333		cu yd	\$ 12.00	\$ 2,200.00

	11366 North							
	11366 North to West Bull River Rd	0	0.000	0.000		cu yd	\$ 12.00	\$ -
	West Bull River Rd to West Gable Ridge Ct	96	3.333	0.333		cu yd	\$ 12.00	\$ 1,280.00
	West Gable Ridge Ct to 11605 North	0	0.000	0.000		cu yd	\$ 12.00	\$ -
	11605 North to Westfield Rd	392	3.333	0.333		cu yd	\$ 12.00	\$ 5,226.67
	Subtotal							\$ 43,506.67
Roadway Base Course -8"	West 9600 North to 9921 North	0	0	0		cu yd	\$ 35.00	\$ -
	9921 North to West 9960 North	102	6.67	0.22		cu yd	\$ 35.00	\$ 5,288.89
	West 9960 North to 10010 North	100	3.33	0.22		cu yd	\$ 35.00	\$ 2,592.59
	10010 North to West 10100 North	278	6.67	0.22		cu yd	\$ 35.00	\$ 14,414.81
	West 10100 North to 10200 North	182	3.33	0.22		cu yd	\$ 35.00	\$ 4,718.52
	10200 North to 10268 North	163	6.67	0.22		cu yd	\$ 35.00	\$ 8,451.85
	10268 North to	253	3.33	0.22		cu yd	\$ 35.00	\$ 6,559.26

	West 10400 North							
	West 10400 North to 10485 North	112	6.67	0.22		cu yd	\$ 35.00	\$ 5,807.41
	10485 North to West 10550 North	21	3.33	0.22		cu yd	\$ 35.00	\$ 544.44
	West 10500 North to SR-92	0	0.00	0.22		cu yd	\$ 35.00	\$ -
	SR-92 to 11200 North	410	3.33	0.22		cu yd	\$ 35.00	\$ 10,629.63
	11200 North to 11299 North	167	6.67	0.22		cu yd	\$ 35.00	\$ 8,659.26
	11299 North to 11366 North	165	3.33	0.22		cu yd	\$ 35.00	\$ 4,277.78
	11366 North to West Bull River Rd	0	0.00	0.22		cu yd	\$ 35.00	\$ -
	West Bull River Rd to West Gable Ridge Ct	96	3.33	0.22		cu yd	\$ 35.00	\$ 2,488.89
	West Gable Ridge Ct to 11605 North	0	0.00	0.22		cu yd	\$ 35.00	\$ -
	11605 North to Westfield Rd	392	3.33	0.22		cu yd	\$ 35.00	\$ 10,162.96
	Subtotal							\$ 84,596.30
Roadway HMA -4"	West 9600 North to 9921 North	0	0	0		152lb s/ cubic ft	\$ 110.00	\$ -

	9921 North to West 9960 North	102	6.67	0.33		152lb s/ cubic ft	\$ 110.00	\$ 1,894.93
	West 9960 North to 10010 North	100	3.33	0.33		152lb s/ cubic ft	\$ 110.00	\$ 928.89
	10010 North to West 10100 North	278	6.67	0.33		152lb s/ cubic ft	\$ 110.00	\$ 5,164.62
	West 10100 North to 10200 North	182	3.33	0.33		152lb s/ cubic ft	\$ 110.00	\$ 1,690.58
	10200 North to 10268 North	163	6.67	0.33		152lb s/ cubic ft	\$ 110.00	\$ 3,028.18
	10268 North to West 10400 North	253	3.33	0.33		152lb s/ cubic ft	\$ 110.00	\$ 2,350.09
	West 10400 North to 10485 North	112	6.67	0.33		152lb s/ cubic ft	\$ 110.00	\$ 2,080.71
	10485 North to West 10550 North	21	3.33	0.33		152lb s/ cubic ft	\$ 110.00	\$ 195.07
	West 10500 North to SR-92	0	0.00	0.33		152lb s/ cubic ft	\$ 110.00	\$ -
	SR-92 to 11200 North	410	3.33	0.33		152lb s/ cubic ft	\$ 110.00	\$ 3,808.44
	11200 North to 11299 North	167	6.67	0.33		152lb s/ cubic ft	\$ 110.00	\$ 3,102.49

	11299 North to 11366 North	165	3.33	0.33		152lb s/ cubic ft	\$ 110.00	\$ 1,532.67
	11366 North to West Bull River Rd	0	0.00	0.33		152lb s/ cubic ft	\$ 110.00	\$ -
	West Bull River Rd to West Gable Ridge Ct	96	3.33	0.33		152lb s/ cubic ft	\$ 110.00	\$ 891.73
	West Gable Ridge Ct to 11605 North	0	0.00	0.33		152lb s/ cubic ft	\$ 110.00	\$ -
	11605 North to Westfield Rd	392	3.33	0.33		152lb s/ cubic ft	\$ 110.00	\$ 3,641.24
Subtotal								\$ 30,309.64
Subtotal before Contingen cies								\$ 1,144,172.27
Contingen cies		Percent of Total						
landscapi ng (5%)		5%						\$19,840.40
drainage, erosion & sediment control (20%)		20%						\$79,361.59
mobilizati on (10%)		10%						\$39,680.79
traffic control (5%)		5%						\$19,840.40
utility adjustmen t (5%)		5%						\$19,840.40
Total							\$ 1,322,735.84	
curb separated price per mile							\$ 1,322,735.84	

11800 North

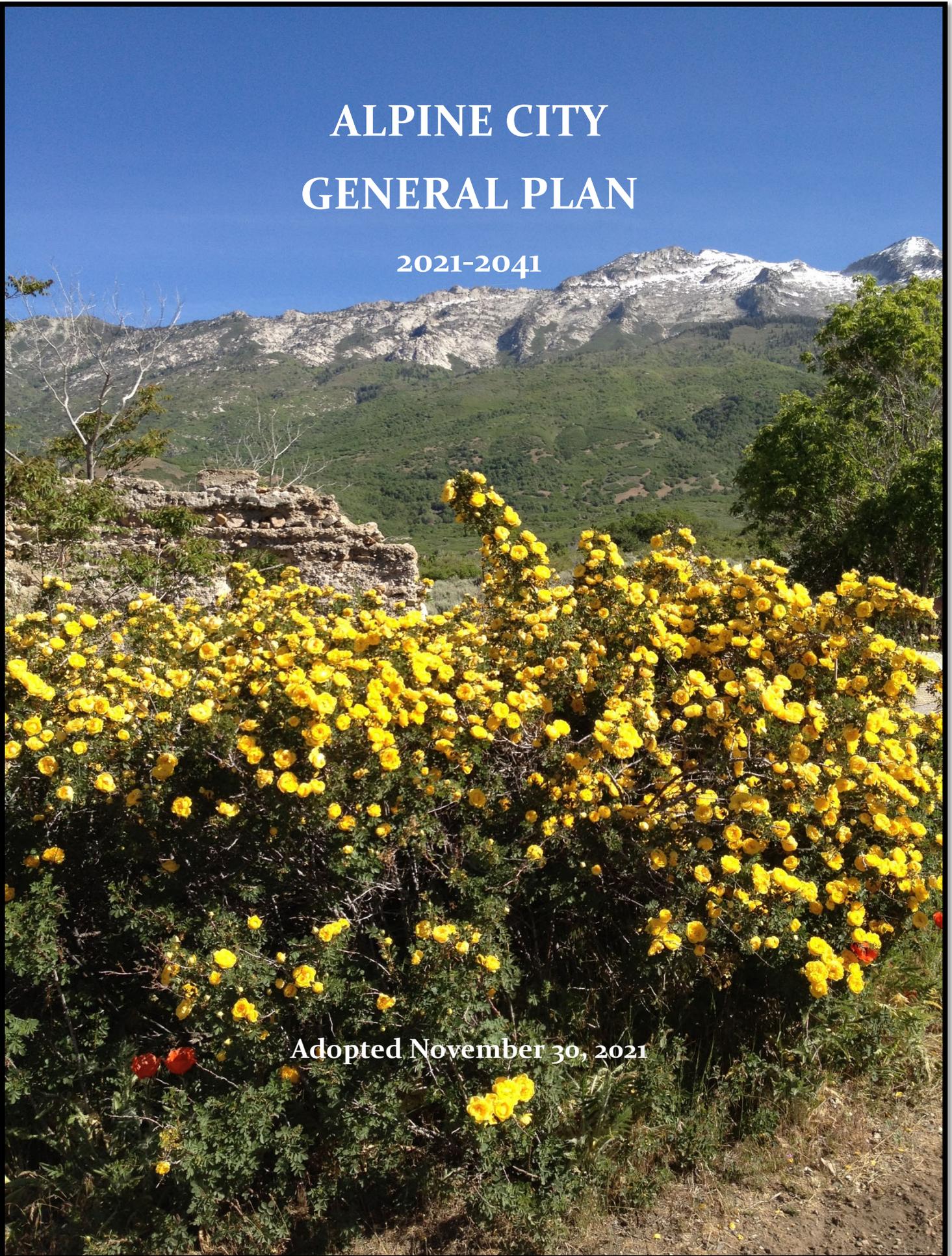
Shared Use Path								
Estimate Item	Segment	Length	Width	Depth	Each	Unit	Unit Cost	Cost
Remove Concrete Driveway	Highland Blvd to North 6000 West	8	10		2	sq yd	\$ 12.00	\$1,920.00
	North 6000 West to Ranch Dr	3	5		4	sq yd	\$ 12.00	\$720.00
	Ranch Dr to 200 North	4	6		7	sq yd	\$ 12.00	\$2,016.00
Subtotal								\$4,656.00
Concrete Flatwork-6 inch thick (driveway replacement)	Highland Blvd to North 6000 West	24	30		2	sq ft	\$ 13.00	\$18,720.00
	North 6000 West to Ranch Dr	9	15		4	sq ft	\$ 13.00	\$7,020.00
	Ranch Dr to 200 North	12	18		7	sq ft	\$ 13.00	\$19,656.00
Subtotal								\$45,396.00
Remove Concrete Sidewalk	Highland Blvd to North 6000 West	1,175	1.67			sq yd	\$ 12.00	\$ 23,547.00
	North 6000 West to Ranch Dr	507	1.67			sq yd	\$ 12.00	\$ 10,160.28
	Ranch Dr to 200 North	1,193	1.67			sq yd	\$ 12.00	\$ 23,907.72
Subtotal								\$57,615.00
Trail Pavement section-12 ft wide 2.5" HMA	Highland Blvd to North 6000 West	3,525	12	0.208		152lbs/ cubic ft	\$ 110.00	\$ 73,671.32
	North 6000 West to Ranch Dr	2,151	12	0.208		152lbs/ cubic ft	\$ 110.00	\$ 44,955.18

	Ranch Dr to 200 North	3,579	12	0.208		152lbs/ cubic ft	\$ 110.00	\$ 74,799.90
Subtotal								\$ 193,426.41
Pedestrian Ramps	Highland Blvd to North 6000 West				15	Each	\$3,500.00	\$52,500.00
	North 6000 West to Ranch Dr				3	Each	\$3,500.00	\$10,500.00
	Ranch Dr to 200 North				10	Each	\$3,500.00	\$35,000.00
Subtotal								\$98,000.00
6" base course	Highland Blvd to North 6000 West	1,175	4	0.167		cu yd	\$ 35.00	\$ 27,422.15
	North 6000 West to Ranch Dr	717	4	0.167		cu yd	\$ 35.00	\$ 16,733.35
	Ranch Dr to 200 North	1,193	4	0.167		cu yd	\$ 35.00	\$ 27,842.23
Subtotal								\$ 71,997.73
Landscaping replacement	Highland Blvd to North 6000 West	3,525	5			sq ft	\$ 2.00	\$ 35,250.00
	North 6000 West to Ranch Dr	2,151	5			sq ft	\$ 2.00	\$ 21,510.00
	Ranch Dr to 200 North	3,579	5			sq ft	\$ 2.00	\$ 35,790.00
Subtotal								\$ 92,550.00
New Trail-Excavation	Highland Blvd to North 6000 West	1,175	4	0.236		cu yd	\$ 12.00	\$ 13,316.67
	North 6000	717	4	0.236		cu yd	\$ 12.00	\$ 8,126.00

ALPINE CITY GENERAL PLAN

2021-2041

Adopted November 30, 2021



Acknowledgments

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INTRODUCTION

In accordance with Utah State Code, Alpine City has legally prepared and adopted the following General Plan in 2021. Although the information contained in this plan is general, it represents an important perspective that can help direct future planning decisions.

The mission of this General Plan is to provide a strong, positive civic image and quality of life in Alpine City by providing guidelines and standards that ensure the orderly and balanced distribution of growth; sound fiscal and economic investment; and preservation of the open and rural environment in a clean, attractive physical setting.

LAND USE

GOAL #1

Maintain and promote a historic small-town, rural atmosphere that embraces agricultural uses, open spaces and the mountainous surroundings of the City.



POLICIES

- 1.1 Promote and preserve both natural and developed open spaces around the City with a preference towards public open spaces. The City prefers that this is done through Planned Residential Developments (PRD) or by the public purchase of land.
- 1.2 Encourage, develop and/or maintain venues that enhance a sense of community and provide residents an opportunity to congregate, including public gathering spaces.
- 1.3 Preserve animal rights.
- 1.4 Encourage and maintain a safe, convenient and inviting atmosphere for pedestrians within commercial areas by applying the Gateway Historic District Design Guidelines.
- 1.5 Preserve and beautify the three gateways into the City so that it is clear that you are entering Alpine.
- 1.6 Encourage beautifying streetscapes while protecting City sidewalks and infrastructure through the implementation of Street Tree Guidelines.



- 1.7 Promote the creation of, and preserve existing, access to trails, mountains and open space.
- 1.8 Promote developments, designs, and plans which protect mountain and valley views.
- 1.9 Promote developments, designs and practices that limit and reduce unnecessary or excessive artificial lighting.
- 1.10 Promote developments, designs and practices that limit noise levels.

GOAL #2

Provide clearly defined land zones to support the vision for a low density, rural atmosphere that meet the needs of residents.



POLICIES

- 2.1 Zoning shall be arranged from higher density zones in the center of the City to gradually lower density zones as you move towards the outer City limits.
- 2.2 Land zoned as B-C (Business Commercial) shall consist of professional office, retail and other commercial uses serving the community and situated within an environment which is safe and aesthetically pleasing. Limited residential shall be permitted as set forth in the Alpine City Development Code.
- 2.3 Land zoned as TR-10,000 (Town Residential – 10,000 square foot minimum lot size) shall include the area generally located within the originally settled town center of Alpine that is considered appropriate for higher density residential development.
- 2.4 Land zoned as CR-20,000 (Country Residential – 20,000 square foot minimum lot size) shall include, but is not exclusive to, traditional agricultural land and land located at a lower elevation that is considered appropriate for medium density residential development. These areas should provide for the perpetuation of the rural and open space image of the City.
- 2.5 Land zoned as CR-40,000 (Country Residential – 40,000 square foot minimum lot size) shall include, but is not exclusive to, land generally located around the periphery of the City center considered appropriate for low density residential development. These areas should provide for the perpetuation of the rural and open space image of the City.

- 2.6 Land zoned as CE-5 (Critical Environment – 5-acre minimum lot size) shall consist of areas primarily located in mountainous areas of the City considered appropriate for very low-density residential development. These areas, as a result of the presence of steep slope, adverse soil characteristics, flood hazard, mudflow, earthquake potential, wildfire hazard or similar critical and sensitive natural conditions, are considered environmentally fragile. As a result of the large amount of area that is considered environmentally fragile, development will be clustered and interspersed with large and undisturbed open space areas.
- 2.7 Follow the Alpine City Annexation Policy Plan.
- 2.8 Zoning shall be arranged from higher density zones in the center of the City to gradually lower density zones as you move towards the outer City limits.

GOAL #3

Preserve and protect specific community characteristics such as hillsides, scenic views, critical lands and a historic small-town, rural atmosphere by using overlay zones which build on an underlying zone by setting additional standards, and applying the standards of both zones.



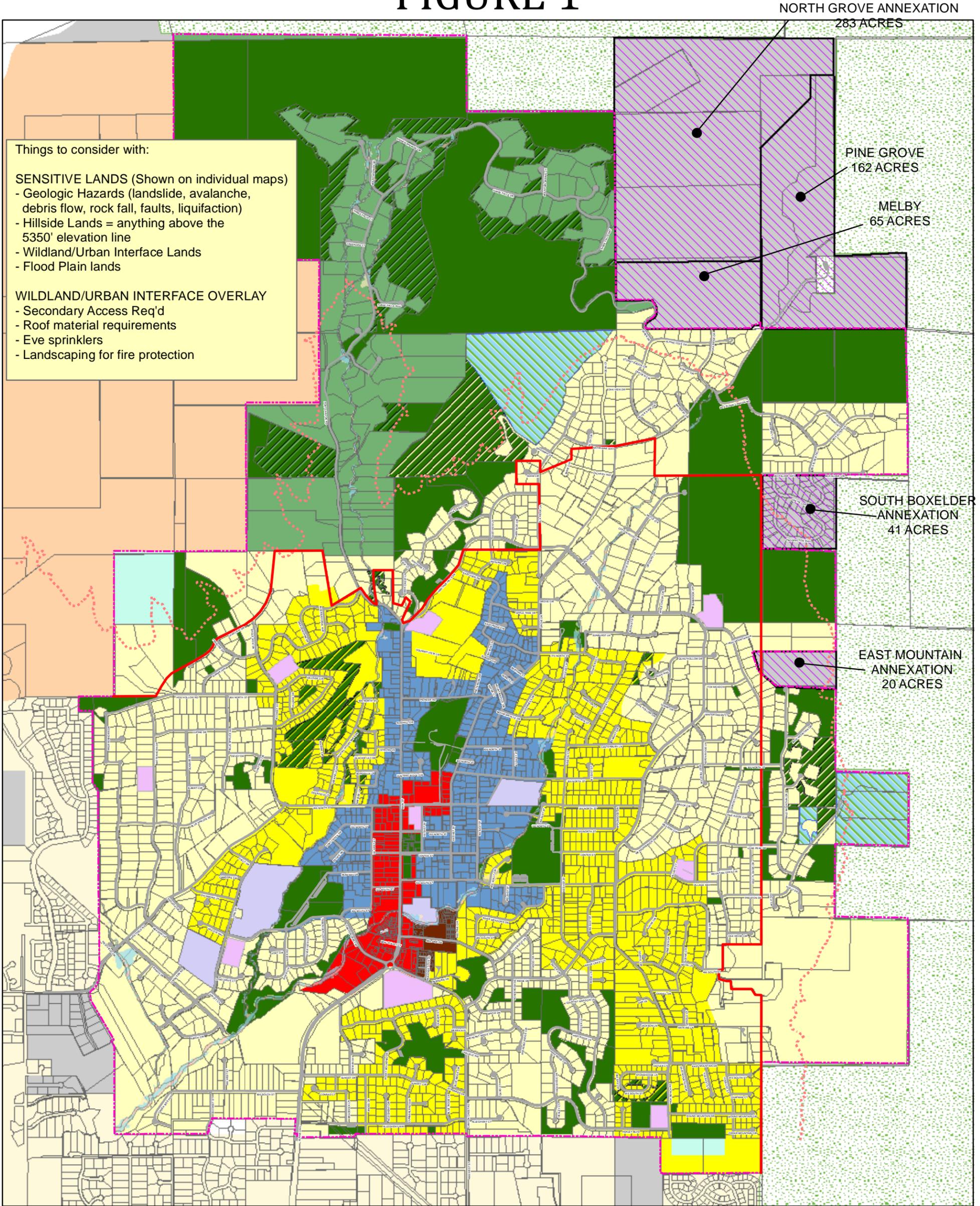
POLICIES

- 3.1 The Gateway Historic District Overlay Zone should maintain a high character of community development by regulating the exterior architecture characteristics of structures that are developed in the center of Alpine City (See Gateway Historic District Design Guidelines).
- 3.2 The Sensitive Lands Overlay Zones are to provide for safe, orderly and beneficial development of areas characterized by sensitive and hazardous conditions as shown on the official Sensitive and Hazard Area Maps (floodplain, Wildland Urban Interface, geologic hazards and hillside) and to limit alteration to topography and reduce encroachment upon, or alteration of, such areas.
 - 3.2.1 The Geologic Hazards Overlay Zone is to minimize the adverse effects of geologic hazards including surface fault ruptures, landslides, debris flows, rock fall and soil liquefaction.
 - 3.2.2 The Wildland Urban Interface Overlay Zone is to establish standards for development and fire prevention in areas bordering on wildlands.



- 3.2.3 The Flood Damage Prevention Overlay Zone is to minimize public and private losses due to flood conditions in specific areas.
- 3.2.4 The Hillside Protection Overlay Zone is to establish standards for developments of certain hillsides located in the City to minimize soil and slope instability, to minimize erosion and to preserve the character of the hillsides.
- 3.3 The Senior Housing Overlay Zone is to provide for increased land use flexibility and specialized types of senior housing that recognizes and accommodates varied housing needs and desires of the community's senior housing population while promoting independence and a high quality of life.
- 3.4 The Assisted Living and Nursing Care Overlay Zone is to provide for increased land use flexibility to assure that health and human services are appropriately located in the community to meet the needs of aging residents.

FIGURE 1



Things to consider with:

SENSITIVE LANDS (Shown on individual maps)

- Geologic Hazards (landslide, avalanche, debris flow, rock fall, faults, liquifaction)
- Hillside Lands = anything above the 5350' elevation line
- Wildland/Urban Interface Lands
- Flood Plain lands

WILDLAND/URBAN INTERFACE OVERLAY

- Secondary Access Req'd
- Roof material requirements
- Eve sprinklers
- Landscaping for fire protection

NORTH GROVE ANNEXATION
283 ACRES

PINE GROVE
162 ACRES

MELBY
65 ACRES

SOUTH BOXELDER ANNEXATION
41 ACRES

EAST MOUNTAIN ANNEXATION
20 ACRES



SSO & Wildland Interface have been added to this map since approval as well as some boundary line changes and minor annexations

Resolution No. R2012-04
Adopted March 27, 2012



ALPINE CITY LAND USE MAP



Map Legend

Wildland Interface Line	Business Commercial
Alpine City Boundary	Senior Housing Overlay Zone
Roads	High Density (1/4 acre)
5,350' Contour Line	Medium Density (1/2 acre)
School Properties	Low Density (1 acre)
Church Properties	Very Low Density (5 acre)
General Plan Annex Areas	
Forest Service Property	
Draper	
Highland	
Public Open Space	
Proposed Open Space	
Conservation Easement	
Private Open Space	
Unincorporated Properties	

TRANSPORTATION & TRAFFIC CIRCULATION

GOAL #1

Create and maintain a multi-modal transportation system that is pedestrian friendly, safe and efficient.



POLICIES

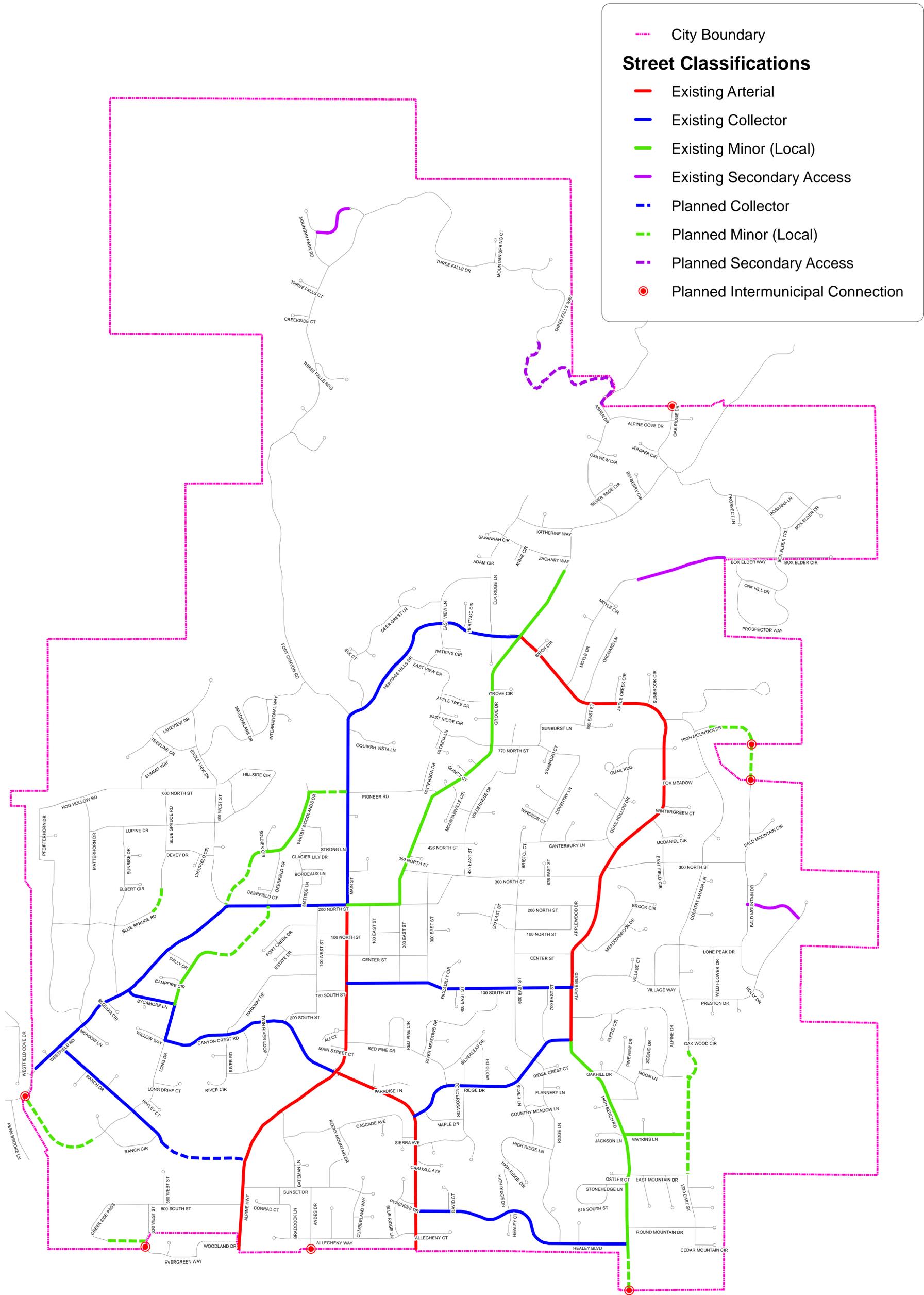
- 1.1 Promote safe and efficient traffic circulation by following the Street Master Plan. Pedestrian safety shall also be a key focus of the traffic circulation plan.
- 1.2 Connect neighborhoods and open spaces of the City with appropriate trails, sidewalks and bike lanes that support alternate forms of local transportation and recreation.
- 1.3 Work with adjacent communities and other agencies to acquire financial aid for transportation improvements.
- 1.4 Emphasize the maintenance of roads to ensure a high-quality road system.
- 1.5 Promote the use of roundabouts or other traffic flow options to prevent the need for stop lights therefore maintaining the historic small-town rural atmosphere.
- 1.6 Limit intermunicipal and unincorporated county street connections to the approved connections identified on the Alpine City Transportation Master Plan. Ensure that street connections to other municipalities, unincorporated



county, or other areas outside the City boundaries are compatible with the goals and policies of the General Plan.

- 1.7 Promote streets accessible to all residents by prohibiting all private streets and gated communities, except where allowed by ordinance.
- 1.8 Create and promote an Active Transportation Plan for Alpine City .

FIGURE 2



Alpine City Transportation Master Plan Map



Adopted
September 8, 2020

MODERATE INCOME HOUSING



PURPOSE

The Moderate Income Housing Element is intended to accomplish the following:

- Comply with Utah State Code;
- Summarize Alpine City’s population, income levels, and housing values;
- Discuss constraints and opportunities for the provision of moderate income housing; and
- Identify goals and policies to address Alpine City housing needs.

DEFINITION

Moderate income housing is defined by the state as “*housing occupied or reserved for occupancy by households with a gross household income equal to or less than eighty percent (80%) of the median income for households of the same size in the county in which the city is located*”(Utah Code 10-9a Part 1).

For the purposes of this element, this definition is further refined to include the following income categories:

- A. Moderate Income: 51% – 80% of the county median income
- B. Low Income: 31% - 50% of the county median income
- C. Very Low: 30% or less of the county median income

STATE LAW AND LOCAL PLANNING

Utah Municipal Code Chapter 10-9a-403-B-iii requires each city to: 1) provide an estimate of the need for the development of additional moderate income housing within the city, and 2) to provide a plan to provide a realistic opportunity to meet estimated needs for additional moderate income housing if long-term projections for land use and development occur.

State law requires each city to:

- Consider the Legislature's determination that cities shall facilitate a reasonable opportunity for a variety of housing, including moderate income housing;
- Meet the needs of people desiring to live there; and
- Allow persons with moderate incomes to benefit from and fully participate in all aspects of neighborhood and community life.

CURRENT AND FUTURE PROJECTIONS

POPULATION ESTIMATE

According to the U.S. Census Bureau, the population estimate for Alpine City in 2017 was 10,197 with a projected annual rate of growth of 117. Projected population for 2024 is 11,004.

	2009 American Community Survey	2017 American Community Survey	Annual Growth Rate (Slope)	2024 Projection	Difference between 2017 and 2024
Total Population: (ACS Table B01003)	9,651	10,197	117	11,004	807
Total Population in occupied housing units (ACS Table B25008)	9,651	10,197	117	11,004	807
Total Population in owner- occupied housing (ACS Table B25008)	8,695	8,780	63	9,014	234
Total Population in renter- occupied housing (ACS Table B25008)	956	1,417	54	1,990	573

Source 1: U.S. Census Bureau. Table B01003: Total population. American Community Survey.

Source 2: U.S. Census Bureau. Table B25008: Total population in occupied housing units by tenure. American Community Survey.

TOTAL HOUSEHOLD UNITS

Over the next 5 years the U.S. Census Bureau projects the ratio of renter-occupied structures to owner occupied structures to increase at approximately 40 units per year:

	2009 American Community Survey	2017 American Community Survey	Annual Growth Rate (Slope)	2024 Projection	Difference between 2017 and 2024
TOTAL HOUSING UNITS (ACS Table B25001)	2,499	2,770	40	3,098	328

Source 1: U.S. Census Bureau. Table B25001: Total housing units. American Community Survey.

Source 2: U.S. Census Bureau. Table B25032: Tenure by units in structure. American Community Survey.



EXISTING MODERATE INCOME HOUSING

Alpine City’s existing moderate income housing is a mix of twin homes, apartments, accessory apartments, duplexes, fourplexes, and cottages (senior housing). According to City records, as of November 2020, there are 270 moderate income housing units in Alpine.

HOUSEHOLD SIZE

Household size, unlike population, is projected to drop in the next 5 years. A possible indicator of an aging population.

	2009 American Community Survey	2017 American Community Survey	2024 Projection
Average Household Size (ACS Table B25010)	4.3	3.87	3.54

Source 1: U.S. Census Bureau. Table B25010: Average household size of occupied housing units by tenure. American Community Survey.

ALPINE CITY MEDIAN HOUSHOLD INCOME

Median household income is projected to decrease over the next 5 years, which may be related to the projected decrease in household size.

	2009 American Community Survey	2017 American Community Survey	Annual Growth Rate (Slope)	2024 Projection	Difference between 2017 and 2024
Median household income (ACS Table B25119)	\$104,436	\$112,727	\$73	\$101,542	\$ (11,185)
Owner-occupied income (ACS Table B25119)	\$111,071	\$124,240	\$522	\$120,816	\$ (3,424)
Renter-occupied income (ACS Table B25119)	\$38,304	\$54,375	\$1,002	\$50,627	\$ (3,748)

Source 1: U.S. Census Bureau. Table B25119: Median household income that past 12 months by tenure. American Community Survey.

UTAH COUNTY AREA MEDIAN INCOME

According to the U.S. Census Bureau American Community Survey, the Utah County area median income is projected to increase significantly over the next 5 years from \$67,042 in 2017 to \$108,972 in 2024, a difference of over \$41,000. If this projection is accurate, it would indicate that the median income gap between Alpine City and Utah County will close over the next 5 years.

	2009 American Community Survey	2017 American Community Survey	Annual Growth Rate (Slope)	2024 Projection	Difference between 2017 and 2024
Median HOUSEHOLD income (ACS Table B19019)	\$0	\$67,042	\$4,950	\$108,972	\$ 41,930

Source 1: U.S. Census Bureau. Table B19019: Median household income that past 12 months by household size. American

GOAL

Promote moderate income housing based on State guidelines.

POLICIES

1 **Create or allow for, and reduce regulations related to, internal or detached accessory dwelling units in residential zones.**

Goal: Allow accessory apartments within owner-occupied dwellings throughout the City.

Key tasks: Identify regulations related to accessory dwelling units (ADUs).

Implementation plan: The City will permit internal accessory dwelling unit in all zones of the City. Internal accessory dwelling units will be required to be registered with the City for tracking purposes. In 2023, the city will update their registry of accessory dwelling units for future study.

2 **Preserve existing and new moderate-income housing and subsidized units by utilizing a landlord incentive program, providing for deed restricted units through a grant program, or establishing a housing loss mitigation fund.**

Goal: Preserve existing moderate-income housing.

Key tasks: Reach out to property owners of MIH and establish relationships. Identify and draft a landlord incentive program.

Implementation plan: The City will register and track existing and new moderate-income housing. The City will provide specific incentives to landlords and track incentives over time. This landlord incentive program will be studied and detailed further, with expected completion by July 2023.

3 **Reduce, waive, or eliminate impact fees related to moderate income housing**

Goal: Reduce financial stressors/barriers related to moderate income housing units.

Key tasks: Identify impact fees that can be reduced or waived. Identify funds that can be used to reduce impact fees for moderate income housing.



Implementation plan: Starting in 2023 city staff will prepare a recommendation to the city council for reducing impact fees related to moderate-income housing. The council will review city staff recommendations for reducing impact fees and consider the reductions for adoption. The city will track, as a benchmark, the impact reduction in impact fees will have on helping to create moderate-income housing in Alpine.



PARKS, RECREATION, TRAILS AND OPEN SPACE

GOAL #1

Plan and maintain a sustainable high-quality parks, trails and open space network within the community.



POLICIES

- 1.1 Work closely with neighboring municipalities and the appropriate entities to coordinate recreation opportunities and designate specific parks for the use of organized recreational activities.
- 1.2 Work closely with neighboring municipalities and the appropriate entities to coordinate the trails between cities and plan connections.
- 1.3 Organize volunteer efforts to periodically cleanup trails on a staggered annual basis in accordance with the US Forest Service Trail Standards.
- 1.4 Designate trails for specific uses where needed (i.e., equestrian, walking, biking).
- 1.5 Implement and promote the Bonneville Shoreline Trail.
- 1.6 Promote and support the Alpine Trail Committee in the planning, creation, and maintenance of trails in Alpine City.

GOAL #2

Identify and categorize city parks according to primary use and function.

POLICIES

2.1 Parks are classified under three main categories: Sports Parks, Family Parks, and Open Space Parks.

2.1.1 Sports Parks are dedicated primarily to facilitating organized sports and sporting events. Sports Parks include:

Burgess Park

Healey/Smooth Canyon Parks

Rachel McTeer Park

2.1.2 Family Parks are dedicated primarily to community and family leisure activities, no organized sports allowed. Family Parks include:

Beck's Hill Park

Creekside Park

Legacy Park

Moyle Park

Petersen Park

Ridge at Alpine Park

Silverleaf Park

Other various neighborhood parks

2.1.3 Open Space Parks are areas of generally undisturbed land and vegetation allowing for recreational and leisure activity in a natural environment. Open Space Parks include:

Dry Creek Corridor

Heritage Hills Open Space



- Hog Hollow Trailhead
- Lambert Park
- Ridge at Alpine Open Space
- Rodeo Grounds
- Three Falls Open Space
- Other various parcels of open space

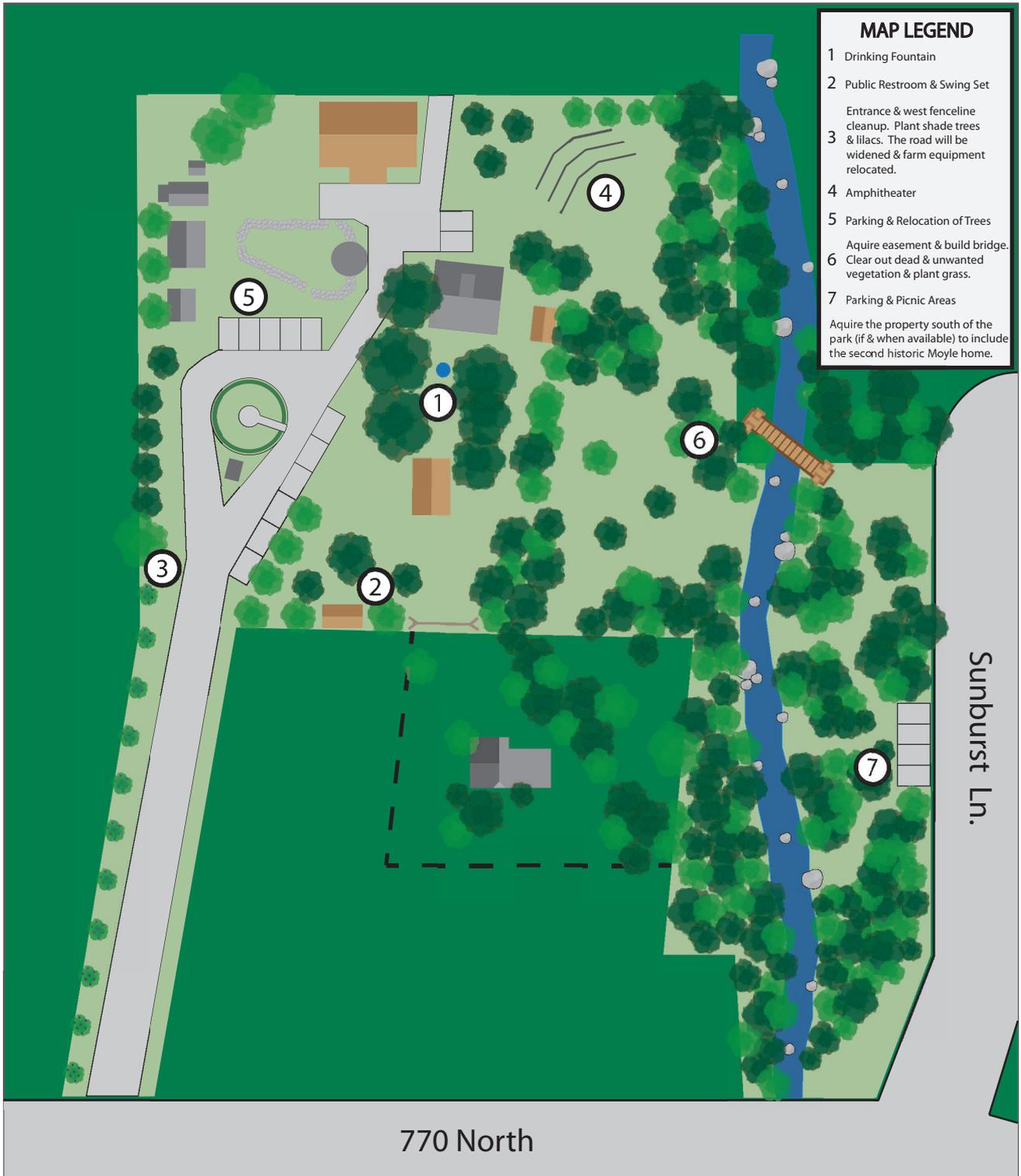
GOAL #3

Secure access to mountains and hillsides for all residents by working with developers and property owners and by enforcing the preservation and maintenance of current access.

POLICIES

- 3.1 Promote and preserve parks, public open space and trails that provide access to mountainsides.

FIGURE 3



Moyle Park Master Plan

Adopted January 27, 2015



FIGURE 4



MAP LEGEND

All Trails to be Paved (8'-10' wide) with Conduit for Power (Future Lighting)

- 1 Acquire Land or Easements for Trails
- 2 Address Creek Erosion
- 3 Grade & Reroute Trail where Necessary
- 4 Plant Wildflowers (Desert Four O'Clock, Blue Flax & Firecracker Penstemon)
- 5 Plant Wildflowers (Showy Goldeneye & Wasatch Penstemon)
- 6 Plant Wildflowers (Prickly Poppy & Palmer's Penstemon)
- 7 Plant Wildflowers (Indian Paintbrush & Rocky Mountain Penstemon)
- 8 Trailhead Parking
- 9 Natural Playground
- 10 Extend Trail Southeast & Build New Bridge over Dry Creek
- 11 Gazebo/Pavillion
- 12 Adult Exercise Stations



The Corridor Master Plan

Adopted June 13, 2017



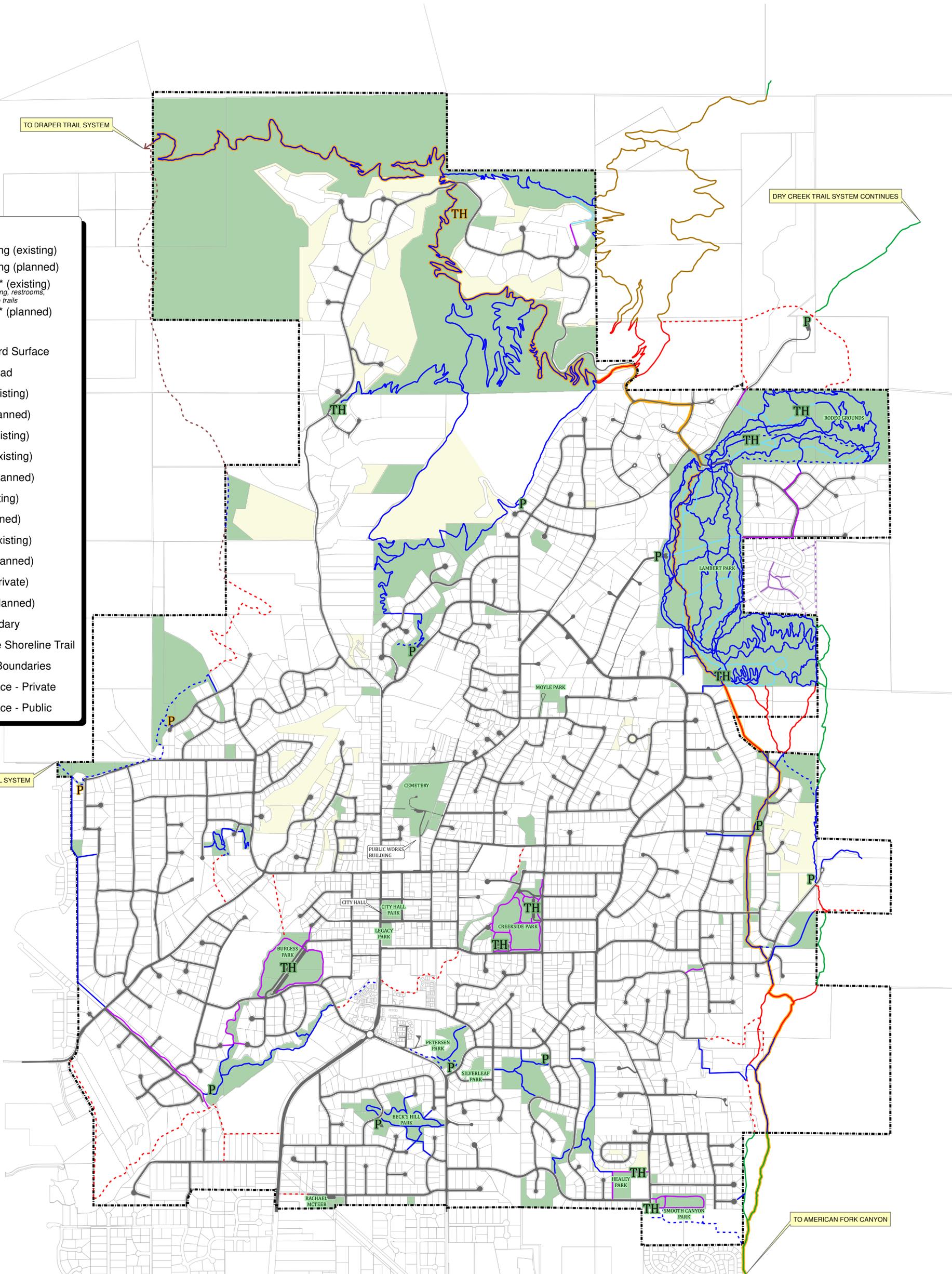
FIGURE 5

Map Legend

- P** Trail Parking (existing)
- P** Trail Parking (planned)
- TH** Trail Head* (existing)
* Includes parking, restrooms, and access to trails
- TH** Trail Head* (planned)

TRAILS

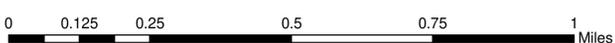
- Alpine Hard Surface
- Gravel Road
- Alpine (existing)
- Alpine (planned)
- Forest (existing)
- Private (existing)
- Private (planned)
- Lehi (existing)
- Lehi (planned)
- Draper (existing)
- Draper (planned)
- County (private)
- County (planned)
- City Boundary
- Bonneville Shoreline Trail
- Property Boundaries
- Open Space - Private
- Open Space - Public



** ALL PLANNED TRAILS ARE SHOWN AS A POINT "A" TO "B" ALIGNMENT. AT TIME OF DEVELOPMENT PLANNED TRAILS WILL NEED TO BE ENGINEERED AND FLAGGED FOR APPROVAL **



Trail Master Plan



ADOPTED 9/27/2022

PARKS, RECREATION, TRAILS AND OPEN SPACE – LAMBERT PARK

GOAL #1

Plan and maintain a sustainable high quality natural park for trails and other uses.



POLICIES

- 1.1 Clearly define park boundaries and entrances.
- 1.2 Designate developed vs undeveloped areas of the park.
- 1.3 Clearly define and sign trails and roads and their appropriate uses.
- 1.4 Designate Lambert Park as a non-motorized park except as permitted by the City.
- 1.5 Work with neighboring property owners to allow for the connection and continuity of trails between the park and surrounding areas; this includes the Bonneville Shoreline Trail.
- 1.6 Organize volunteer efforts for the general maintenance, cleanup, weed control, and other needs of the park.
- 1.7 Protect and preserve the poppy area and Lambert Ruins.
- 1.8 Implement use policies to preserve and protect park resources for public use, enjoyment, and safety.
- 1.9 Implement policies to preserve the ecology and enhance environmental stewardship of the park.

ECONOMIC DEVELOPMENT

GOAL #1

To promote economic growth and commercial development that attracts local resident spending in the community, while still preserving the City's small town historic feel.



POLICIES

- 1.1 Seek to expand and retain existing businesses in the community and promote patronage of local businesses from residents of Alpine and neighboring communities.
- 1.2 Seek to attract stable retail businesses that will stimulate economic growth and attract other likeminded businesses to the community.
- 1.3 Seek to attract new low-impact businesses that fit the character and scale of Alpine City.
- 1.4 Actively work with developers in the Business Commercial Zone to influence and encourage the best possible designs and outcomes for the community.
- 1.5 Seek to enhance parks, trails, and open space near the business commercial zone to compliment commercial development and thus create an area that is ideal for local leisure activity, shopping, and recreation.

COMMUNITY ENGAGEMENT

GOAL #1

Work in partnership with residents and businesses to support Alpine Days, civic events, and other programs to increase social and community connections.



POLICIES

- 1.1 Encourage resident committees to create community engagement.
- 1.2 Plan, support and conduct public gatherings to strengthen resident social connections.
- 1.3 Promote interactive and transparent communication through online and printed mediums.

ALPINE CITY

RESOLUTION NO. R2023-26

A RESOLUTION ADOPTING THE ALPINE & HIGHLAND ACTIVE TRANSPORTATION PLAN AND AMENDING THE GENERAL PLAN OF ALPINE CITY TO INCLUDE THE ACTIVE TRANSPORTATION PLAN.

WHEREAS, an Alpine & Highland Active Transportation Plan dated May 2023 in the form of the attached Exhibit A (the “Active Transportation Plan”) has been proposed to provide a blueprint for phasing improvements to the existing trail network and other facilities for active transportation within the two cities;

WHEREAS, the Alpine City Planning Commission held a public hearing on August 1, 2023, regarding the adoption of the Active Transportation Plan and its inclusion in the City’s General Plan;

WHEREAS, the Planning Commission has recommended that the Active Transportation Plan be adopted and included in the City’s General Plan; and

WHEREAS, the Alpine City Council has determined that adopting the Active Transportation Plan and including it in the City’s General Plan is in the best interest of the health, safety, and welfare of the residents of Alpine City.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Alpine City that the Active Transportation Plan in the form of the attached Exhibit A be adopted and included in the City’s General Plan as an appendix.

ADOPTED by the City Council of Alpine City, Utah, August 22, 2023.

ALPINE CITY COUNCIL

Carla Merrill, Mayor

[SEAL]

VOTING:

Jessica Smuin	Yea	___	Nay	___
Lon Lott	Yea	___	Nay	___
Kelli Law	Yea	___	Nay	___
Jason Thelin	Yea	___	Nay	___
Greg Gordon	Yea	___	Nay	___

ATTEST:

Bonnie Cooper, *City Recorder*

DEPOSITED in the office of the City Recorder August 22, 2023.

RECORDED August 22, 2023.

EXHIBIT A

**ALPINE & HIGHLAND ACTIVE TRANSPORTATION PLAN
MAY 2023**

ALPINE CITY COUNCIL AGENDA

SUBJECT: Resolution R2023-27: Lone Peak Public Safety District Interlocal Agreement Modifications

FOR CONSIDERATION ON: 22 August 2023

PETITIONER: City Staff

ACTION REQUESTED BY PETITIONER: Review the proposed amendments to the Lone Peak Public Safety District Interlocal Agreement.

BACKGROUND INFORMATION:

The Lone Peak Public Safety District (LPPSD) is supported by administrative staff from Highland City. Alpine and Highland recently agreed on what portion of each staff members time was attributed to LPPSD functions. There was a desire to make an amendment to the interlocal agreement to memorialize what was agreed upon. In addition, clarification is being made to define how many voting members are required to constitute a quorum and the required number of votes for various actions. Other minor edits are also addressed. Both the Alpine and Highland City Council's will need to approve the amendments.

STAFF RECOMMENDATION:

Review and approve Resolution R2023-27, including amendments to the Lone Peak Public Safety District Interlocal Agreement.

SAMPLE MOTION TO APPROVE:

I move to Resolution R2023-27, including amendments to the Lone Peak Public Safety District Interlocal Agreement.

SAMPLE MOTION TO APPROVE WITH CONDITIONS:

I move to approve Resolution R2023-27, including amendments to the Lone Peak Public Safety District Interlocal Agreement, with the following conditions:

- (insert finding)

SAMPLE MOTION TO TABLE/DENY:

I move to table/deny the Resolution R2023-27, including amendments to the Lone Peak Public Safety District Interlocal Agreement, based on the following:

- (insert finding)

ALPINE CITY

RESOLUTION NO. R2023-27

A RESOLUTION APPROVING THE 2023 AMENDED AND RESTATED INTERLOCAL AGREEMENT BETWEEN ALPINE AND HIGHLAND CITIES FOR THE CREATION AND OPERATION OF THE LONE PEAK PUBLIC SAFETY DISTRICT

WHEREAS, Alpine City and Highland City (collectively, the “*Cities*”) entered into an Interlocal Agreement dated January 1, 1996, for the creation and operation of the Lone Peak Public Safety District (the “*District*”);

WHEREAS, the District has provided fire, EMS, police, and other public safety services to the Cities since that time;

WHEREAS, the Cities have amended the Interlocal Agreement from time to time since the District was first created;

WHEREAS, the Cities desire to amend the Interlocal Agreement to clarify, among other things, certain provisions regarding governance of the District, and have prepared a 2023 Amended and Restated Interlocal Agreement in the form of the attached **Exhibit A** (the “*Restated Agreement*”) for that purpose;

WHEREAS, the City Council finds that entering into the Restated Agreement is in the best interest of the health, safety, and welfare of the residents and properties located within Alpine City.

NOW THEREFORE, BE IT RESOLVED by the City Council of Alpine City that:

1. The Restated Agreement in the form of the attached **Exhibit A** is hereby approved.
2. The Mayor is hereby authorized to execute the Restated Agreement, deliver the Restated Agreement to Highland City for its approval, and carry out the provisions of the Restate Agreement.

PASSED AND APPROVED August 22, 2023.

Carla Merrill, *Mayor*

[SEAL]

VOTING:

Jessica Smuin	Yea	___	Nay	___
Lon Lott	Yea	___	Nay	___
Jason Thelin	Yea	___	Nay	___
Kelli Law	Yea	___	Nay	___
Greg Gordon	Yea	___	Nay	___

ATTEST:

Bonnie Cooper, *City Recorder*

EXHIBIT A

***2023 Amended and Restated Interlocal Agreement
for Lone Peak Public Safety District***

2023 AMENDED ~~20230~~ AND RESTATED
INTERLOCAL AGREEMENT

This Agreement amending and restating that certain interlocal agreement first entered into January 1996 and amended January 1999, January 2000, June 20+07, ~~and~~ March 2020, and August 2023 under the authority granted Utah municipalities to join together for their mutual interest by the Interlocal Cooperation Act, Title 11, Chapter 13, Utah Code Ann., 1953, as amended. The parties to this Agreement are Alpine City and the City of Highland, hereinafter “City” or “Cities,” all municipal corporations of the State of Utah.

RECITALS

WHEREAS, circumstances of geography, population, and financing make it desirable for the Cities to join together to provide police, ambulance, fire, and emergency medical services to the populace of their respective jurisdictions; and

WHEREAS, circumstances have arisen whereby it is desirable to replace the original Interlocal Agreement and all subsequent amendments with a new Interlocal Agreement:

NOW, THEREFORE, in consideration of the mutual promises contained herein, the Cities agree as follows:

AGREEMENT

1. Creation of District. By authority of section 11-13-203 of the Utah Code Ann., 1953, as amended, there is hereby created a separate legal entity to be known as the “Lone Peak Public Safety District,” hereinafter the “District.”~~”~~ The District shall have all power and authority allowed by law, except as restricted by this Agreement or by subsequent agreements of the Cities hereto, to take all necessary and lawful acts for the purpose of providing police, ambulance, fire, and emergency medical services for the residents of the District. In addition, the District shall have the following powers listed for the purpose of identification and not for the purpose of limitation:

- a. The District may own, acquire, construct, operate, maintain, repair, and act as one having rights of ownership of all necessary real and personal property.
- b. The District may borrow money, incur indebtedness, and issue revenue bonds or notes for the purpose for which it was created. Any indebtedness created shall be ~~that~~ solely that of the District and not of the Cities to this Agreement unless any City should make specific agreement to guarantee or assume any obligation of the District. Any indebtedness created must be approved by ~~a super majority of the~~ Governing Board with four members voting in favor to this Agreement.

- c. The District may assign, pledge, or otherwise convey as security for the payment of any bonded indebtedness any revenues and receipts from fees or services or other sources of revenue generated by the District. Such assignment or pledge must be approved by ~~a super majority of~~ the Governing Board with four members voting in favor.
- d. The District may sell or contract for the sale of its services to private persons or entities or to public agencies, including the federal government.
- e. The District may establish a personnel system based on merit with such exceptions for certain management positions as may be established by the Governing Board.
- f. The District may adopt District policies and procedures governing the operation of the District including, but not limited to, ambulance, police, fire, and emergency medical services, operating policies, governing and management policies, personnel policies, budget policies, and such other policies and procedures that may be required for efficient operation of the District.
- g. The District and its employees shall have all power conferred by law to enforce all statutes, rules, and regulations pertaining to the purposes for which the District is created.
- h. The District may contract with any person or entity for the provisions of services or materials in compliance with contracting and purchasing policies established by the Governing Board, including legal and accounting services.
- i. The District may sue and be sued in its own name and shall claim such privileges and immunities from liability to which it may be entitled as a political subdivision of the State of Utah, ~~from liability~~ as allowed by Title 63G, Chapter 7, of the Utah Code.
- j. The District shall purchase insurance in amounts either required by law or required by the Governing Board to provide protection for its operations including, but not limited to, comprehensive general liability insurance and worker's compensation insurance.
- k. The District may exercise the right of eminent domain but only if approved by ~~a vote of two thirds of~~ the Governing Board with four members voting in favor.

2. Governing Board. There is hereby created a governing board for the District to be known as the Board of Public Safety Commissioners (hereinafter referred to as the "Board" or "Governing Board"). The Board shall act by majority vote to govern and control operations of the District except as restricted by this agreement. The Board is empowered to adopt bylaws for its own conduct of business and to adopt all necessary policies and procedures for the operation of the District; provided however, all acts of the Board must be approved by a minimum of THREE VOTES of the Board members.

The Board shall be made up of five members including the Chair~~man~~. All regular members may vote on all matters that may come before the Board. The Chair~~man~~ votes as a voting member of ~~the Board~~ on each matter for which there is a tie vote of the other board members present at a board meeting, ~~or when the Board is voting on whether to appoint or dismiss a District Chief, or when the Chair would otherwise be entitled to vote due to the Chair's status as an alternate member of the Board.~~ ~~Alpine City and Highland City shall each appoint two regular members and one alternate member~~ ~~each shall be appointed to the Board by Alpine City and Highland City.~~ The Chair~~man~~ shall be appointed annually from the alternate members ~~annually~~ by a majority vote of the regular members of the Board and shall alternate annually between the Cities. If the Chair is absent, one of the regular members from the same City as the Chair shall act as Chair.

No employee of the District is eligible to serve as a member of the Governing Board during their term of employment with the District.

~~The Each~~ Board members appointed by ~~each of the Cities~~ a City must be a currently serving elected or appointed officer of the ~~represented eCity~~ making the appointment. The term of each Board member shall be ~~the shorter of~~ four years from the date of appointment; provided, that the term will sooner terminate - or when if the Board member leaves elected or appointed office held with the represented ~~eCity or; unless a change is made by the representative~~ represented City removes the Board member in accordance with ~~their the City's respective~~ procedures. A Board member may be reappointed to multiple terms as a Board member if otherwise eligible.

Notwithstanding any provision of this Agreement to the contrary, ~~A~~ alternate Board members may vote only in the absence of the regular Board member(s) from the same City as the alternate member. Unless a regular Board member from the same eCity as the alternate member is absent, ~~an the~~ alternate Board member shall have no more right to participate in meetings and deliberations than ~~would~~ a member of the general public. Alternate Board members must also be an elected or appointed officer of the represented city.

Meetings of the Governing Board shall be called from time to time as the Board determines appropriate and shall comply with the Utah Open and Public Meetings Act. A quorum of the Board is defined as a minimum of three voting Board members, including regular and alternate members. A quorum cannot be constituted unless at least one voting Board member, including regular and alternate members, from each City is present.

3. Management Committee. The Management Committee shall consist of the City Administrators of ~~the Highland City of Highland~~ and Alpine City and the Finance Director appointed by the Board of Highland City. The Executive Director shall be the City Administrator from Highland City and the Assistant Executive Director shall be the City Administrator from Alpine City, unless otherwise appointed by the Board.

The Management Committee shall be responsible for budget preparation, administering revenues, and preparing reports. The Management Committee shall meet with the District Chiefs regularly as needed but no less than bi-monthly. The Management Committee shall be

Commented [SD1]: I don't know what this deleted clause means. Can one of the Cities unilaterally change the requirements for serving on the Board?

Commented [RP2R1]: No, this is intended to allow the city councils to remove/reappoint a board member from their council if they wish, even if the member's term is not yet expired. Perhaps this clarifies it.

Commented [SD3]: It sounds like the finance director (and perhaps others) are also on the Management Committee. Is that the parties' intent?

responsible for managing the purchasing system, administering the personnel system, and administering the financial system as approved by the Board. The Management Committee responsibilities shall be as follows:

Executive Director Duties:

- To approve expenditures;
- To attend Management Committee meetings and keep the Management Committee informed;
- To keep the Governing Board informed;
- To perform evaluations of direct reports; ~~with the consent of the Management Committee~~
- To represent the District with outside agencies;
- To provide day to day oversight of District department heads and administrative staff;
- To develop policy for Management Committee review and Board action;
- To ~~e~~nsure compliance with Board ~~P~~olicy;
- To ~~i~~nsure that all personnel actions meet legal and procedural requirements;
- To sign payroll and warrants;
- To attend Board meetings.

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Assistant Executive Director:

- To act when the Executive Director is absent;
- To attend Board meetings;
- To attend Management Committee meetings;
- To review agendas;
- To review personnel actions and evaluations.

Finance Director and Administrative Assistant to the Management Committee:

- To administer all accounting functions related to District finances;
- To manage all administrative clerical functions;
- To maintain a record of Board meetings;
- To attend Management Committee meetings;
- To maintain all administrative personnel and compensation records;
- To oversee all employee benefits;
- To counter sign payroll and warrants.

Highland City, through the Highland City Administrator, shall be responsible for all administrative functions of the District, including but not limited to: human resource, financial, accounting, recorder, treasurer, and clerical functions, including but not limited to: maintaining Board meetings records, maintaining administrative personnel and compensation records, overseeing all employee benefits, and counter signing payroll and warrants,~~etc.~~ These functions may be assigned to appropriate Highland City employees in addition to those individuals on the Management eCommittee.

4. District Chiefs. The department heads of the District shall be the District's police and fire chiefs. The District ~~e~~Chiefs shall not be merit employees and shall have principal responsibility for the day-to-day operations of the District. District Chiefs shall be considered at-will employees as defined in Section 10-3-1105 of Utah State Code, as amended. The District ~~e~~Chiefs shall serve at the pleasure of the Governing Board and may be removed with or without cause by a majority vote of the Governing Board. The employment terms and conditions of the District Chiefs and other employees, as approved and designated by the Governing Board, may be further defined or adjusted by way of employment contracts approved by the Board.

The District chiefs may be assisted by such employees as are determined appropriate by the Governing Board. The responsibilities and duties of the ~~e~~Chiefs shall be determined by the Governing Board and Management Committee. The Chiefs shall report to the Executive Director and the Management Committee.

5. Funding. The fiscal year of the District shall be from July 1 of each year through June 30 of the following year. A proposed tentative annual budget shall be prepared annually by the Management Committee under the direction of the Governing Board. The proposed tentative annual budget shall include at a minimum three district budget ~~funds~~departments, ~~one fund for~~ fire and EMS, ~~one for~~ police services, and ~~one for~~ administration. The Executive Director shall cause the proposed tentative annual budget to be presented to the Governing Board, allowing reasonable time for consideration. After such reasonable time for consideration and after receiving the recommendations and advice from the Governing Board, a final annual budget shall be approved by majority vote of the Board. The approved final annual budget shall constitute the agreed budget for the next fiscal year for purpose of determining the annual financial participation of the Cities.

The District may be funded by any lawful means approved by the Board. Such funding may include, but is not limited to, obtaining grants, indebtedness, fees, and participation by the Cities to this Agreement of direct funding according to the formulae stated below.

The portion of the annual budget for fire, ambulance, ~~or~~and emergency medical services ("EMS"), which is not funded by other sources of revenue, shall be funded by direct assessment and payment from the Cities and shall be calculated as follows. Ten percent (10%) of the annual fire, ambulance, and EMS ~~budget~~fund shall be assessed equally among the Cities; this 10% shall be known as the "base rate." Fifty percent (50%) of the remaining fire, ambulance, and EMS ~~fund~~budget (45% of the total annual fire, ambulance, and EMS ~~fund~~budget) shall be assessed proportionally based on the respective populations of the Cities. Each City's proportionate share of this assessment shall be equal to that City's proportionate share of the population of the District. The population numbers shall be determined by the Management Committee using a calculation based on the US Census, average persons per household, and new building permits, as approved by the Board as part of the Budget. The remaining fifty percent (50%) of the fire, ambulance, and EMS ~~fund~~budget (the other 45% of the total) shall be assessed to each City based on Equivalent Residential Units (ERUs) within each City. This assessment shall be calculated by determining the ratio between the number of ERUs within the boundaries of the District and within each City. An ERU is defined as follows:

- (i) Each residential unit, including apartments or accessory apartments;
- (ii) Each 10,000 square-foot of retail space; and
- (iii) Each 10,000 square-foot portion of any other nonresidential structure, excluding buildings accessory to residential units.

The portion of the annual budget for administration and police services, which is funded by direct payment from the Cities, shall be calculated based on the population of the Cities ~~receiving police services~~. Each City receiving police services shall be assessed a pro rata portion of the police services ~~fund budget~~ based on the percent of the City's total population compared to the District's population receiving police services. The population numbers shall be determined by the Management Committee using a calculation based on the US Census, average persons per household, and new building permits, as approved by the Board as part of the Budget. In all cases each City shall pay for its ~~relative-respective~~ dispatch services incurred.

The annual budget increase or decrease for the District shall not exceed the average property tax revenue increase or decrease of both Cities' budgets of the previous fiscal year, excluding any new revenue increases, without the majority vote of each City Council. Said vote of each City Council shall occur prior to the adoption of the final budget.

Once the stated calculations have been made and a final budget has been adopted by the District, each City will be assessed its portion of the annual budget to be funded by direct payment. This funding formula shall not become effective until the fiscal year beginning July 1, 2012, and continuing thereafter. Other funding alternatives or allocation methods may be adopted ~~upon a unanimous vote of by~~ the Governing Board with four members voting in favor entitled to vote on that budget fund.

Every five (5) years, the relative proportion of contribution of the Cities shall be evaluated and if a proportionate share of the annual budget for any City has increased by more than twenty percent (20%), the number of representatives on the Board for that City may also be changed based on consent of the Governing Board.

6. Scope of Services. The District may provide all public safety services including police, fire, ambulance, and emergency medical services, may enforce hazardous material rules and regulations, and may provide services within a geographical jurisdiction of the District as requested and agreed to by the Governing Body. The District may also provide services outside of its jurisdiction pursuant to mutual aid or reciprocal support agreements with other jurisdictions and to such other jurisdictions as may contract for the purchase of services from the District.

This Agreement is intended to constitute the provision of services required of cities and counties under Titles 10 and 17 of the Utah Code. This Agreement is intended to create a mechanism whereby general public safety protection, emergency medical services, fire prevention services, and hazardous material regulation enforcement may be provided to the citizens of the District generally and is not intended to create a specific benefit or obligation to provide services with respect to any one person or legal entity.

7. Buildings. No building shall be constructed, renovated, or leased for use by the District without prior approval of the Board. The Cities hereto understand and agree that they may not bind the District or encumber the District's budget by constructing new buildings, renovating existing buildings, or leasing buildings to be used by the District without providing terms and conditions to the Board for prior approval. The District shall not be obligated to make payments on a lease without prior approval by the Board and signature by its authorized representative.

8. Term of Agreement. This Agreement shall be in continuous force for fifty (50) years from the effective date. Any City may terminate its participation in this Agreement as of July 1 of any year provided that notice of intent to withdraw has been given in writing to the other Cities at least twenty-four (24) months prior to the time of withdrawal. The obligation of the District to provide services to a withdrawing jurisdiction terminates at the time the withdrawal is effective.

9. Effective Date. This Agreement shall become effective when the Cities have approved and executed this Agreement.

10. Transition Provisions. The Interlocal Agreement, dated January 1, 1996, and all subsequent amendments thereto, are superseded by this Agreement and shall be of no further force and effect as of the time this Agreement takes effect.

11. Distribution on Termination or Withdrawal. ~~The District's Executive Director shall~~ Upon any agreement of the Cities to terminate this Agreement and dissolve the District, ~~the District's Executive Director shall~~ prepare an inventory of all real and personal property of the District. Distribution on dissolution shall be made in kind or in cash as the Board may determine. The value of the distribution of assets and liabilities to each City upon dissolution of the District shall be determined by calculating the value of all contributions of each City, at the end of the fiscal year of the dissolution. A calculation shall then be made of the percentage of contribution each City has made to the sum of the contributions of the Cities for the period of calculation. The calculated percentages shall then be applied to the total value of the assets or liabilities to be distributed and each City shall take their corresponding percentage. Assets that may be directly traced and attributed to funds obtained from sources other than the Cities as of the time of dissolution shall also be distributed based on the percentage of contribution.

If a City withdraws from the District and the District is not dissolved, any distribution of assets to the withdrawing City shall only be as negotiated with the remaining Cities. The Cities agree to negotiate in good faith in determining fair and reasonable terms and conditions for the distribution of District assets to the withdrawing City. If the Cities cannot agree on a negotiated distribution of assets to the withdrawing City, the Cities hereto agree to mediate the matter. If the dispute is not resolved in mediation, then the Cities may take the matter to court.

12. District Expansion. Other municipalities may become a party to this Agreement only upon written application to and approval by the Governing Board, who may determine the terms and conditions of admission to the District.

This Agreement constitutes the entire understanding and agreement between the Cities regarding its subject matter. ~~and The Cities~~ hereby represent that the undersigned are authorized to hereby bind each City to this Agreement.

Signed and dated this ~~14th~~ day of ~~April~~, ~~2020~~2023.

ATTEST: ALPINE CITY

Bonnie Cooper
CITY RECORDER

By: Carla Merrill
MAYOR

Approved as to form:

BENNETT TUELLER JOHNSON &
DEERE

Stephen B. Doxey
City Attorney

Signed and dated this ~~31st~~ day of ~~March 2020~~2023.

ATTEST: CITY OF HIGHLAND

Stephannie Cottle
CITY RECORDER

By: Kurt Ostler
MAYOR

Approved as to form:

Rob Patterson
City Attorney

**2023 AMENDED AND RESTATED
INTERLOCAL AGREEMENT**

This Agreement amending and restating that certain interlocal agreement first entered into January 1996 and amended January 1999, January 2000, June 2007, March 2020, and August 2023 under the authority granted Utah municipalities to join together for their mutual interest by the Interlocal Cooperation Act, Title 11, Chapter 13, Utah Code Ann., 1953, as amended. The parties to this Agreement are Alpine City and the City of Highland, hereinafter “City” or “Cities,” all municipal corporations of the State of Utah.

RECITALS

WHEREAS, circumstances of geography, population, and financing make it desirable for the Cities to join together to provide police, ambulance, fire, and emergency medical services to the populace of their respective jurisdictions; and

WHEREAS, circumstances have arisen whereby it is desirable to replace the original Interlocal Agreement and all subsequent amendments with a new Interlocal Agreement:

NOW, THEREFORE, in consideration of the mutual promises contained herein, the Cities agree as follows:

AGREEMENT

1. Creation of District. By authority of section 11-13-203 of the Utah Code Ann., 1953, as amended, there is hereby created a separate legal entity to be known as the “Lone Peak Public Safety District,” hereinafter the “District.” The District shall have all power and authority allowed by law, except as restricted by this Agreement or by subsequent agreements of the Cities hereto, to take all necessary and lawful acts for the purpose of providing police, ambulance, fire, and emergency medical services for the residents of the District. In addition, the District shall have the following powers listed for the purpose of identification and not for the purpose of limitation:

- a. The District may own, acquire, construct, operate, maintain, repair, and act as one having rights of ownership of all necessary real and personal property.
- b. The District may borrow money, incur indebtedness, and issue revenue bonds or notes for the purpose for which it was created. Any indebtedness created shall be solely that of the District and not of the Cities to this Agreement unless any City should make specific agreement to guarantee or assume any obligation of the District. Any indebtedness created must be approved by the Governing Board with four members voting in favor.

- c. The District may assign, pledge, or otherwise convey as security for the payment of any bonded indebtedness any revenues and receipts from fees or services or other sources of revenue generated by the District. Such assignment or pledge must be approved by the Governing Board with four members voting in favor.
- d. The District may sell or contract for the sale of its services to private persons or entities or to public agencies, including the federal government.
- e. The District may establish a personnel system based on merit with such exceptions for certain management positions as may be established by the Governing Board.
- f. The District may adopt District policies and procedures governing the operation of the District including, but not limited to, ambulance, police, fire, and emergency medical services, operating policies, governing and management policies, personnel policies, budget policies, and such other policies and procedures that may be required for efficient operation of the District.
- g. The District and its employees shall have all power conferred by law to enforce all statutes, rules, and regulations pertaining to the purposes for which the District is created.
- h. The District may contract with any person or entity for the provisions of services or materials in compliance with contracting and purchasing policies established by the Governing Board, including legal and accounting services.
- i. The District may sue and be sued in its own name and shall claim such privileges and immunities from liability to which it may be entitled as a political subdivision of the State of Utah, as allowed by Title 63G, Chapter 7, of the Utah Code.
- j. The District shall purchase insurance in amounts either required by law or required by the Governing Board to provide protection for its operations including, but not limited to, comprehensive general liability insurance and worker's compensation insurance.
- k. The District may exercise the right of eminent domain but only if approved by the Governing Board with four members voting in favor.

2. Governing Board. There is hereby created a governing board for the District to be known as the Board of Public Safety Commissioners (hereinafter referred to as the “Board” or “Governing Board”). The Board shall act by majority vote to govern and control operations of the District except as restricted by this agreement. The Board is empowered to adopt bylaws for its own conduct of business and to adopt all necessary policies and procedures for the operation of the District; provided however, all acts of the Board must be approved by a minimum of THREE VOTES of the Board members.

The Board shall be made up of five members including the Chair. All regular members may vote on all matters that may come before the Board. The Chair votes as a voting member of

the Board on each matter for which there is a tie vote of the other board members present at a board meeting, when the Board is voting on whether to appoint or dismiss a District Chief, or when the Chair would otherwise be entitled to vote due to the Chair's status as an alternate member of the Board. Alpine City and Highland City shall each appoint two regular members and one alternate member to the Board. The Chair shall be appointed annually from the alternate members by a majority vote of the regular members of the Board and shall alternate annually between the Cities. If the Chair is absent, one of the regular members from the same City as the Chair shall act as Chair.

No employee of the District is eligible to serve as a member of the Governing Board during their term of employment with the District.

Each Board member appointed by a City must be a currently serving elected or appointed officer of the City making the appointment. The term of each Board member shall be four years from the date of appointment; provided, that the term will sooner terminate if the Board member leaves elected or appointed office held with the represented City or the represented City removes the Board member in accordance with the City's procedures. A Board member may be reappointed to multiple terms as a Board member if otherwise eligible.

Notwithstanding any provision of this Agreement to the contrary, alternate Board members may vote only in the absence of the regular Board member(s) from the same City as the alternate member. Unless a regular Board member from the same City as the alternate member is absent, the alternate Board member shall have no more right to participate in meetings and deliberations than would a member of the general public. Alternate Board members must also be an elected or appointed officer of the represented city.

Meetings of the Governing Board shall be called from time to time as the Board determines appropriate and shall comply with the Utah Open and Public Meetings Act. A quorum of the Board is defined as a minimum of three voting Board members, including regular and alternate members. A quorum cannot be constituted unless at least one voting Board member, including regular and alternate members, from each City is present.

3. Management Committee. The Management Committee shall consist of the City Administrators of Highland City and Alpine City and the Finance Director of Highland City. The Executive Director shall be the City Administrator from Highland City and the Assistant Executive Director shall be the City Administrator from Alpine City, unless otherwise appointed by the Board.

The Management Committee shall be responsible for budget preparation, administering revenues, and preparing reports. The Management Committee shall meet with the District Chiefs regularly as needed but no less than bimonthly. The Management Committee shall be responsible for managing the purchasing system, administering the personnel system, and administering the financial system as approved by the Board. The Management Committee responsibilities shall be as follows:

Executive Director Duties:

- To approve expenditures;
- To attend Management Committee meetings and keep the Management Committee informed;
- To keep the Governing Board informed;
- To perform evaluations of direct reports;
- To represent the District with outside agencies;
- To provide day to day oversight of District department heads and administrative staff;
- To develop policy for Management Committee review and Board action;
- To ensure compliance with Board policy;
- To ensure that all personnel actions meet legal and procedural requirements;
- To sign payroll and warrants;
- To attend Board meetings.

Assistant Executive Director:

- To act when the Executive Director is absent;
- To attend Board meetings;
- To attend Management Committee meetings;
- To review agendas;
- To review personnel actions and evaluations.

Finance Director and Administrative Assistant to the Management Committee:

- To administer all accounting functions related to District finances;
- To manage all administrative clerical functions;
- To maintain a record of Board meetings;
- To attend Management Committee meetings;
- To maintain all administrative personnel and compensation records;
- To oversee all employee benefits;
- To counter sign payroll and warrants.

Highland City, through the Highland City Administrator, shall be responsible for all administrative functions of the District, including but not limited to: human resource, financial, accounting, recorder, treasurer, and clerical functions, including but not limited to: maintaining Board meetings records, maintaining administrative personnel and compensation records, overseeing all employee benefits, and counter signing payroll and warrants. These functions may be assigned to appropriate Highland City employees in addition to those individuals on the Management Committee.

4. District Chiefs. The department heads of the District shall be the District's police and fire chiefs. The District Chiefs shall not be merit employees and shall have principal responsibility for the day-to-day operations of the District. District Chiefs shall be considered at-will employees as defined in Section 10-3-1105 of Utah State Code, as amended. The District Chiefs shall serve at the pleasure of the Governing Board and may be removed with or without cause by a majority vote of the Governing Board. The employment terms and conditions of the

District Chiefs and other employees, as approved and designated by the Governing Board, may be further defined or adjusted by way of employment contracts approved by the Board.

The District chiefs may be assisted by such employees as are determined appropriate by the Governing Board. The responsibilities and duties of the Chiefs shall be determined by the Governing Board and Management Committee. The Chiefs shall report to the Executive Director and the Management Committee.

5. Funding. The fiscal year of the District shall be from July 1 of each year through June 30 of the following year. A proposed tentative annual budget shall be prepared annually by the Management Committee under the direction of the Governing Board. The proposed tentative annual budget shall include at a minimum three district budget departments, fire and EMS, police services, and administration. The Executive Director shall cause the proposed tentative annual budget to be presented to the Governing Board, allowing reasonable time for consideration. After such reasonable time for consideration and after receiving the recommendations and advice from the Governing Board, a final annual budget shall be approved by majority vote of the Board. The approved final annual budget shall constitute the agreed budget for the next fiscal year for purpose of determining the annual financial participation of the Cities.

The District may be funded by any lawful means approved by the Board. Such funding may include, but is not limited to, obtaining grants, indebtedness, fees, and participation by the Cities to this Agreement of direct funding according to the formulae stated below.

The portion of the annual budget for fire, ambulance, and emergency medical services (“EMS”), which is not funded by other sources of revenue, shall be funded by direct assessment and payment from the Cities and shall be calculated as follows. Ten percent (10%) of the annual fire, ambulance, and EMS budget shall be assessed equally among the Cities; this 10% shall be known as the “base rate.” Fifty percent (50%) of the remaining fire, ambulance, and EMS budget (45% of the total annual fire, ambulance, and EMS budget) shall be assessed proportionally based on the respective populations of the Cities. Each City’s proportionate share of this assessment shall be equal to that City’s proportionate share of the population of the District. The population numbers shall be determined by the Management Committee using a calculation based on the US Census, average persons per household, and new building permits, as approved by the Board as part of the Budget. The remaining fifty percent (50%) of the fire, ambulance, and EMS budget (the other 45% of the total) shall be assessed to each City based on Equivalent Residential Units (ERUs) within each City. This assessment shall be calculated by determining the ratio between the number of ERUs within the boundaries of the District and within each City. An ERU is defined as follows:

- (i) Each residential unit, including apartments or accessory apartments;
- (ii) Each 10,000 square-foot of retail space; and
- (iii) Each 10,000 square-foot portion of any other nonresidential structure, excluding buildings accessory to residential units.

The portion of the annual budget for administration and police services, which is funded by direct payment from the Cities, shall be calculated based on the population of the Cities

receiving police services. Each City receiving police services shall be assessed a pro rata portion of the police services budget based on the percent of the City's total population compared to the District's population receiving police services. The population numbers shall be determined by the Management Committee using a calculation based on the US Census, average persons per household, and new building permits, as approved by the Board as part of the Budget. In all cases each City shall pay for its respective dispatch services incurred.

The annual budget increase or decrease for the District shall not exceed the average property tax revenue increase or decrease of both Cities' budgets of the previous fiscal year, excluding any new revenue increases, without the majority vote of each City Council. Said vote of each City Council shall occur prior to the adoption of the final budget.

Once the stated calculations have been made and a final budget has been adopted by the District, each City will be assessed its portion of the annual budget to be funded by direct payment. This funding formula shall not become effective until the fiscal year beginning July 1, 2012, and continuing thereafter. Other funding alternatives or allocation methods may be adopted by the Governing Board with four members voting in favor.

Every five (5) years, the relative proportion of contribution of the Cities shall be evaluated and if a proportionate share of the annual budget for any City has increased by more than twenty percent (20%), the number of representatives on the Board for that City may also be changed based on consent of the Governing Board.

6. Scope of Services. The District may provide all public safety services including police, fire, ambulance, and emergency medical services, may enforce hazardous material rules and regulations, and may provide services within a geographical jurisdiction of the District as requested and agreed to by the Governing Body. The District may also provide services outside of its jurisdiction pursuant to mutual aid or reciprocal support agreements with other jurisdictions and to such other jurisdictions as may contract for the purchase of services from the District.

This Agreement is intended to constitute the provision of services required of cities and counties under Titles 10 and 17 of the Utah Code. This Agreement is intended to create a mechanism whereby general public safety protection, emergency medical services, fire prevention services, and hazardous material regulation enforcement may be provided to the citizens of the District generally and is not intended to create a specific benefit or obligation to provide services with respect to any one person or legal entity.

7. Buildings. No building shall be constructed, renovated, or leased for use by the District without prior approval of the Board. The Cities hereto understand and agree that they may not bind the District or encumber the District's budget by constructing new buildings, renovating existing buildings, or leasing buildings to be used by the District without providing terms and conditions to the Board for prior approval. The District shall not be obligated to make payments on a lease without prior approval by the Board and signature by its authorized representative.

8. Term of Agreement. This Agreement shall be in continuous force for fifty (50) years from the effective date. Any City may terminate its participation in this Agreement as of July 1 of any year provided that notice of intent to withdraw has been given in writing to the other Cities at least twenty-four (24) months prior to the time of withdrawal. The obligation of the District to provide services to a withdrawing jurisdiction terminates at the time the withdrawal is effective.

9. Effective Date. This Agreement shall become effective when the Cities have approved and executed this Agreement.

10. Transition Provisions. The Interlocal Agreement, dated January 1, 1996, and all subsequent amendments thereto, are superseded by this Agreement and shall be of no further force and effect as of the time this Agreement takes effect.

11. Distribution on Termination or Withdrawal. Upon any agreement of the Cities to terminate this Agreement and dissolve the District, the District's Executive Director shall prepare an inventory of all real and personal property of the District. Distribution on dissolution shall be made in kind or in cash as the Board may determine. The value of the distribution of assets and liabilities to each City upon dissolution of the District shall be determined by calculating the value of all contributions of each City, at the end of the fiscal year of the dissolution. A calculation shall then be made of the percentage of contribution each City has made to the sum of the contributions of the Cities for the period of calculation. The calculated percentages shall then be applied to the total value of the assets or liabilities to be distributed and each City shall take their corresponding percentage. Assets that may be directly traced and attributed to funds obtained from sources other than the Cities as of the time of dissolution shall also be distributed based on the percentage of contribution.

If a City withdraws from the District and the District is not dissolved, any distribution of assets to the withdrawing City shall only be as negotiated with the remaining Cities. The Cities agree to negotiate in good faith in determining fair and reasonable terms and conditions for the distribution of District assets to the withdrawing City. If the Cities cannot agree on a negotiated distribution of assets to the withdrawing City, the Cities hereto agree to mediate the matter. If the dispute is not resolved in mediation, then the Cities may take the matter to court.

12. District Expansion. Other municipalities may become a party to this Agreement only upon written application to and approval by the Governing Board, who may determine the terms and conditions of admission to the District.

This Agreement constitutes the entire understanding and agreement between the Cities regarding its subject matter. The Cities hereby represent that the undersigned are authorized to hereby bind each City to this Agreement.

Signed and dated this ____ day of _____, 2023.

ATTEST:

ALPINE CITY

Bonnie Cooper
CITY RECORDER

By: _____
Carla Merrill
MAYOR

Approved as to form:

BENNETT TUELLER JOHNSON &
DEERE

Stephen B. Doxey
City Attorney

Signed and dated this ____ day of _____, 2023.

ATTEST:

CITY OF HIGHLAND

Stephannie Cottle
CITY RECORDER

By: _____
Kurt Ostler
MAYOR

Approved as to form:

Rob Patterson
City Attorney