



ALPINE CITY PLANNING COMMISSION MEETING

NOTICE is hereby given that the **PLANNING COMMISSION** of Alpine City, Utah will hold a **Public Meeting** on **Tuesday, September 2nd, 2025 at 6:00 p.m. at City Hall, 20 North Main Street, Alpine, Utah.**

The public may attend the meeting in person or view it via the Alpine City YouTube Channel. A direct link to the channel can be found on the homepage of the Alpine City website, alpineut.gov.

I. GENERAL BUSINESS

- A. Welcome and Roll Call: Alan MacDonald
- B. Prayer/Opening Comments: By Invitation
- C. Pledge of Allegiance: Jeff Davis

II. REPORTS AND PRESENTATIONS

- A. None

III. ACTION/DISCUSSION ITEMS:

- A. **Action Item:** Home Occupation Permit: Clear Water Aesthetics
- B. **Action Item:** Review of Proposed Exceptions Request by Mountainville Academy for a STEM Building.

IV. COMMUNICATIONS

V. APPROVAL OF PLANNING COMMISSION MINUTES:

- A. **July 29th, 2025**

ADJOURN

Chair Alan MacDonald
August 29th, 2025

THE PUBLIC IS INVITED TO ATTEND ALL PLANNING COMMISSION MEETINGS. If you need a special accommodation to participate in the meeting, please call the City Recorder's Office at 801-756-6347 ext. 5.

CERTIFICATION OF POSTING. The undersigned duly appointed recorder does hereby certify that the above agenda notice was posted at Alpine City Hall, 20 North Main, Alpine, UT. It was also sent by e-mail to The Daily Herald located in Provo, UT a local newspaper circulated in Alpine, UT. This agenda is also available on the City's web site at www.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, 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 conversations 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 with 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 a 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.

ALPINE CITY PLANNING COMMISSION AGENDA

SUBJECT: Home Occupation-Clear Water Aesthetics

FOR CONSIDERATION ON: September 2nd, 2025

PETITIONER: Makelle Waters

ACTION REQUESTED BY PETITIONER: Approval of a Conditional Use Permit for a home occupation.

Review Type: Administrative

BACKGROUND INFORMATION:

Makelle Waters has submitted an application for a home occupation business license for *Clear Water Aesthetics*, to be located at 154 N 500 E. The business will provide aesthetic services to clients within the residence.

The applicant states that only one client will be served at a time, with a maximum of 10 clients per week. Parking will be provided in the existing driveway, located on the southern boundary of the property. The parcel also borders the northeastern portion of Creek Side Park along its southern and eastern property lines. No additional employees are proposed as part of this home occupation.

City staff has reviewed the application and found it to comply with the Home Occupation Business standards in Alpine Development Code (ADC) 3.23.060. Because this use is classified as a Conditional Use, the Planning Commission may attach conditions to “mitigate the reasonably anticipated detrimental effects of the proposed use in accordance with applicable standards” (Utah Code 10-9a-507).

Applicable standards are found in ADC 3.23.030. Any conditions imposed must be directly tied to these standards and stated on the record as part of the approval. These standards include:

- a) Compliance with applicable provisions of City, State, and Federal law.
- b) Compatibility of structures with surrounding uses in terms of use, scale, mass, and circulation.
- c) No detriment to public health, safety, or welfare.
- d) Consistency with the Alpine City General Plan.
- e) Traffic conditions not adversely affected.
- f) Sufficient utility capacity.
- g) Adequate emergency vehicle access.
- h) Compliance with off-street parking standards.
- i) Appropriate fencing, screening, and landscaping to mitigate conflicts.
- j) Compliance with exterior lighting standards.
- k) Compliance with signage standards, aquifer protection, slope retention, and flood

mitigation.

- 1) Reasonable limitations on hours, methods of operation, and building size.

CONDITIONAL USE PERMITS (CUP)

A Conditional Use Permit allows certain uses that, due to their unique nature, may require additional review and conditions to address potential impacts (e.g., traffic, noise, or neighborhood character).

Under **Utah Code §10-9a-507**, a CUP must be approved if reasonable conditions can mitigate any anticipated detrimental effects of the proposed use.

CITY CODE REFERENCE

- 3.03.030 Conditionals Uses in the CR-20,000 Zone #6
- 3.23.060 #2 Review Conditions and Criteria for Certain Conditional Uses.

NOTICING

A public hearing is not required by State or City Code for this item.

STAFF RECOMMENDATION

Staff has reviewed the application and finds it complies with applicable standards of the Alpine Development Code. Staff recommends that, if approved, the Planning Commission consider imposing the following conditions:

1. Limit the number of clients to one (1) at a time on the premises.
2. Prohibit retail sales except for incidental products directly related to the services

SAMPLE MOTIONS

Motion to Approve:

I move to approve the Conditional Use Permit for *Clear Water Aesthetics*, located at 154 N 500 E, based on the findings that the application complies with the standards of Alpine Development Code 3.23.030 and Utah Code 10-9a-507.

Motion to Approve with Conditions

I move to approve the Conditional Use Permit for *Clear Water Aesthetics*, located at 154 N 500 E, with the following conditions, based on the findings that these conditions are necessary to mitigate potential detrimental impacts as outlined in Alpine Development Code §3.23.030 and Utah Code §10-9a-507:

*No more than one (1) client may be on the premises at a time.

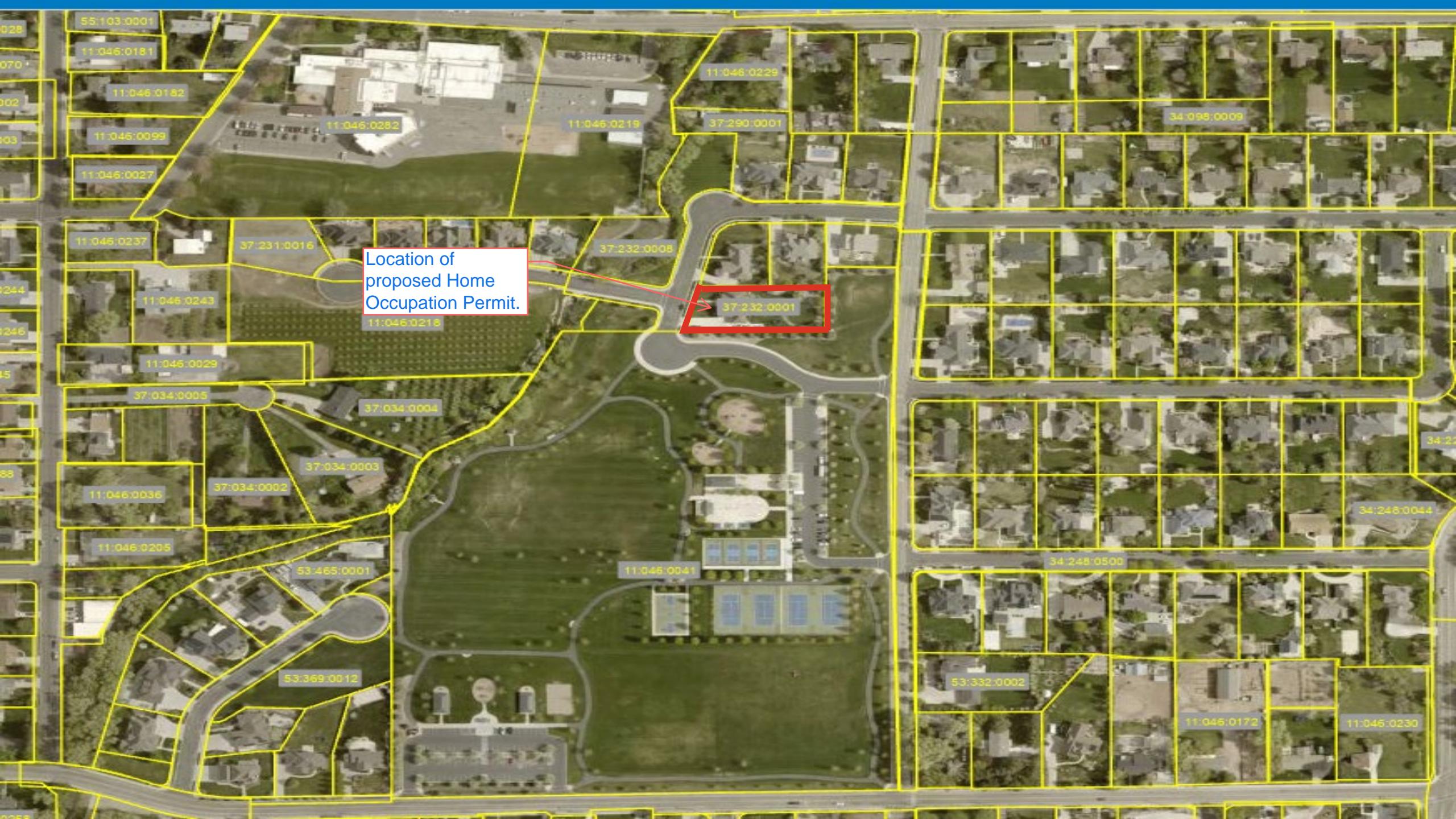
*Retail sales are prohibited except for incidental products directly related to the service.

*Add additional conditions as determined by the Planning Commission.

Motion to Table/Deny

I move to deny the Conditional Use Permit for *Clear Water Aesthetics*, located at 154 N 500 E, based on the finding that the application does not adequately mitigate detrimental impacts as required by Alpine Development Code §3.23.030 and Utah Code §10-9a-507,

*Insert Findings



ALPINE CITY PLANNING COMMISSION AGENDA

SUBJECT: Mountainville Academy Expansion Exception Request

FOR CONSIDERATION ON: September 2nd, 2025

PETITIONER: Mountainville Academy

ACTION REQUESTED BY PETITIONER: Recommend Approval of Proposed Exceptions.

Review Type: Administrative

BACKGROUND INFORMATION:

Mountainville Academy, located at 195 S Main Street, has submitted an application to expand its current school footprint by constructing a new STEM building on property at 147 S Main Street. A site plan has been submitted and is included with this report.

Utah State Code 10-9a-305(7)(a) requires that a charter school, home-based microschool, or micro-education entity be considered a permitted use in all zoning districts within a municipality. While cities must allow charter schools in all zones, 10-9a-305(10)(a) authorizes municipalities to regulate:

- Parking
- Traffic
- Hours of operation
- Municipal ordinances and regulations consistent with the statute
- Project locations when necessary to avoid risks to health or safety

The Alpine Development Code 3.20 (Standards for Schools) provides local standards to regulate these areas. Section 3.20.010 allows exceptions to these standards to be granted following a Planning Commission recommendation and City Council review.

The applicant has requested exceptions to the following requirements:

- Setbacks
- Bulk & massing
- Parking

Attached to this report is a staff-prepared memo reviewing the applicable code standards where exceptions have been requested. The applicant has also provided documentation outlining its reasoning for the proposed exceptions. In addition, Alpine City has contracted a third-party engineering firm to review the applicant's traffic study. This review was not completed prior to this meeting but will provide additional information

regarding proposed traffic solutions once finalized. The City Engineer will then review the submitted studies and give a recommendation to the Planning Commission.

CITY CODE REFERENCE

- Alpine Development Code 3.20 Standards for Schools

NOTICING

A public hearing is not required by State or City Code for this item.

STAFF RECOMMENDATION

As noted above, the City is awaiting the results of the third-party engineering review of the applicant's traffic study. Staff recommends that the Planning Commission provide feedback on the other exception requests but table final action until the traffic review is complete..

SAMPLE MOTIONS

Motion to Table:

I move to table the exception request for Mountainville Academy until the third-party review of the submitted transportation study is completed and submitted to Alpine City.

3.20 Standards For Schools

3.20.010 School Site Coordination

3.20.020 Setback

3.20.030 Height

3.20.040 Bulk And Massing

3.20.050 Off-Site And On-Site Parking

3.20.060 Curb Cut

3.20.070 Traffic Circulation

3.20.080 Construction Staging

3.20.010 School Site Coordination

All schools shall meet or exceed each of the standards outlined below or receive a written exception to one or more of the standards. Each exception shall require review and recommendation by the Planning Commission and approval of the City Council.

A school shall coordinate the siting of a new school with the municipality in which the school is to be located, to avoid or mitigate existing and potential traffic hazards to maximize school safety. Prior to the filing of a formal application by the affected school, the City may not disclose information obtained from a school regarding the consideration of, or intent to, purchase a school site or construct a school building, without first obtaining the consent of the school.

School site coordination. The school shall meet with the Mayor and City Council to coordinate the siting of a school. The coordination shall include, but not be limited to, 1) review all potential sites for the facility, 2) identify and compare the safety of all sites, and 3) categorize and measure (to the extent possible) the impact of each individual site.

For purposes of siting such building in compliance with Utah State Law, the Mayor and City Council shall be deemed to exclusively represent the municipality (Alpine City). Such findings and such reports shall not be deemed to constitute approval of the City for a building. Each building is subject to all of the relevant City ordinances pertaining to the application, review, and approval for such a building.

Any addition of square footage shall constitute a remodel of the school facility and will require the school to abide by this ordinance.

City Review Notes: This would qualify as an addition because they are adding square footage to the school facility.

(Ord. 2006-09/6-15-06)

3.20.020 Setback

A school shall have a front setback of not less than 50 feet, side setbacks of not less than 40 feet on each side, and a rear setback of not less than 50 feet.

(Ord. 2006-09/6-15-06)

City Review Notes: According to the proposed plan, there are three separate parcels owned by the school that would be impacted by this request. This section requires a 40' setback on each side. The parcel where the new STEM building is located does not meet this requirement, as the building crosses over the parcel boundary to the south. This requirement applies even if both parcels are owned by the same person, group, or entity.

3.20.030 Height

A school shall have a height no greater than 34 feet as described in DCA 3.21.080. Chimneys, flagpoles, bell towers, television antennas, and similar ancillary structures not used for human occupancy shall be excluded in determining height, provided that no such ancillary structure shall extend to a height in excess of fifteen (15) feet above the ridgeline.

City Review Notes: A note on the site plan indicates the building will not exceed 34 feet in total height. It appears they will have a bell tower that will not exceed 15 feet in height. A rendering showing how this height was calculated would be helpful to ensure compliance with this requirement.

(Ord. 2006-09/6-15-06)

3.20.040 Bulk And Massing

The bulk of a school building shall be defined as the ratio of total property acreage per thousand square feet of building footprint. A school shall have a bulk factor of not less than .150.

Example: 10-acre site with a building having a 65,000 square foot building footprint would have a bulk ratio of 0.153 and would be acceptable ($10/65 = .153$). However, a 5-acre site with a 40,000 square foot building footprint would have a bulk ratio of 0.125 and would not be acceptable.

City Review Notes: See Separate Memo

(Ord. 2006-09/6-15-06)

3.20.050 Off-Site And On-Site Parking

Off-site parking. A school must comply with all City ordinances which pertain to parking assuming no off-site parking shall be used in calculating required parking spaces.

On-site parking. Parking for schools serving grades K-9 shall be provided at the rate of 0.20 stalls per person (total of students and staff).

City Review Notes: All parking proposed is on-site. There is parking shown on the city-owned property located at 124 E 100 S, which will need to be approved by Alpine City.

The proposal shows a maximum of 824 combined students and staff at full capacity. This would require 164.8 (165) parking stalls (0.20 stalls per person). Of the proposed stalls, 24 are located on city property. An additional 24 are located in what is currently a playground area with basketball hoops; this area would need to be permanently designated as parking. Currently, there are roughly 136 parking spaces on site. With the new proposal there would be 210 spaces if including the 24 on city property.

(Ord. 2006-09/6-15-06)

3.20.060 Curb Cut

A school must receive prior approval from the appropriate agency (e.g. City Engineer, UDOT) for curb cuts. All points of ingress and egress shall be as shown on the site plan and shall be located not less than forty (40) feet from any intersection of public streets.

City Review Notes: The nearest intersection appears to be roughly 54 feet away, meeting this requirement. Any curb cuts will need to be approved by Alpine City if the project is approved

(Ord. 2006-09/6-15-06)

3.20.070 Traffic Circulation

A traffic study provided by the applicant shall be reviewed and accepted by the City Engineer. A school shall disclose to Alpine City the number of students at application by city as supporting documents.

A second access shall be required if a maximum average daily trip (ADT) exceeds a level of two hundred fifty (250). ADT studies shall be approved by the City Engineer. No point of ingress and/or egress shall be located closer than 300 feet from another point of ingress and/or egress (measured from center line to center line) along the same public street. This requirement may be waived after a recommendation by the Planning Commission and approval by the City Council if the applicant can provide substantial evidence demonstrating that the proposed project will maintain safety standards and will not obstruct or impede traffic flow. This waiver shall only be granted upon a thorough review, ensuring that the proposal adheres to all safety protocols and does not negatively impact the transportation network or public welfare.

City Review Notes: A traffic study has been submitted to the city, prepared by Hales Engineering. This study, along with the site plan Need to confirm whether the ADT is over 250. If it is, the distance between the new ingress/egress points is only 277 feet, whereas it needs to be 300 feet without an approved exception demonstrating that it will not obstruct or impede traffic flow.2006-09/6-15-06)

HISTORY

Amended by Ord. 2024-17 on 5/28/2024

3.20.080 Construction Staging

All staging shall be off-street on school property. No street or sidewalk can be blocked.

City Review Notes: This requirement will need to be enforced throughout the construction process if the project is approved.

(Ord. 2006-09/6-15-06)

MEMORANDUM: BULK & MASSING FOR MOUNTAINVILLE ACADEMY

TO: Alpine City Planning Commission

FROM: Ryan Robinson: Assistant City Administrator/Planner & Jason Judd: City Engineer

DATE: August 29th, 2025

RE: Bulk and Massing Analysis – Mountainville Academy STEM Center Expansion

Purpose

This memo outlines the applicable requirements and compliance status for the bulk and massing standards in Alpine City Code Section 3.20.040 as they relate to the proposed site plan submitted by Mountainville Academy. Staff would like to receive feedback from the City Council as to how they would like staff to proceed while processing this application.

Code Requirement – Bulk Factor

Per Alpine City Code 3.20.040, the bulk of a school building is measured by the following formula:

Bulk Factor = Total Property Acreage ÷ (Building Footprint in 1,000 SF) with a minimum Required Bulk Factor: 0.150

This requirement is intended to prevent overcrowding of school buildings on small lots and ensure that school structures are appropriately scaled to their sites.

Mountainville Academy Site Details

Based on the proposed site plan (see attached), the proposal includes the following:

- Existing Building Footprint:
 - 2006 Original Building: 54,072 SF
 - 2011 Modular Addition: 13,903 SF
- Proposed STEM Center Addition: 15,318 SF
- Total Existing and Proposed Building Footprint: 83,293 SF

(Note: This reflects all building footprint on site, consistent with how bulk is calculated.)

- Site Size: 6.89 acres

(Note: This reflects all acreage on site, consistent with how bulk is calculated.)

Bulk Factor Calculation

Calculation:

$$6.89 \text{ acres} \div 83.293 \text{ (thousand SF)} = 0.0827$$

Result:

$0.0827 < 0.150 \rightarrow$ Does not meet minimum bulk factor requirement

Conclusion

The proposed site plan does not comply with the bulk and massing requirement of Alpine City Code Section 3.20.040. The calculated bulk factor of 0.0827 is below the required 0.150 minimum.

To comply, Mountainville Academy may need to:

- Reduce the overall building footprint,
- Increase the property size, or
- Explore layout alternatives that bring the bulk ratio into conformance.

Mountainville Explanation of Needed Exceptions

Here's the detail I think you are looking for. The general logic is this: most of the restrictions in your ordinance on charter schools and bulk, height, massing etc came after Mountainville was built. And most of them restricted things past what Mountainville currently is. We would understand if the city was hesitant to grant variances if this were a true expansion that was bringing additional students and teachers and parents to the site. However, in this case it is truly only an additional facility and associated parking to better serve the existing student population.

As such, here's a quick rundown of the thinking as it relates to **3.20: Standards for Schools:**

1) Site coordination: I think this is what we're actively doing, so I think we are meeting the requirement here

2) Setbacks. We easily meet these setbacks when viewed as setbacks from our neighbors. The 50 foot front and back and 40 foot side is no problem vs other property owners. It is only a problem internally since we own three lots. However, we were told that setbacks could be granted an exception or variance, and since it would only be a variance affecting parcels we own that might make sense. This is important given bulk and massing requirements below.

3) Height. We show that there's a limit of 34' with 15' of ancillary non-occupied space. We meet this requirement and have a sheet our architect can provide that demonstrates it. In short this will be a slightly smaller in scale version of the existing building in terms of height.

4) bulk and massing. This one is more challenging. This ordinance was enacted after our first building was completed. Based on combining all three parcels we would have almost no buildable area because we'd still be using that acreage to catch up on the main building (specifically it would only allow us 2,232 square feet). However, here is the reason we haven't combined parcels. Our north parcel (the former historic home) and our field parcel combine for 1.2546 acres, and our building footprint of 8,222 square feet yields the coverage quotient of 0.153 which is just above the 0.15 minimum. So using those two

parcels we do meet in this area. We feel this is justified because the main issue we need to address is the parking and traffic circulation.

5) on and off site parking. Our bright line requirement here is for about 750 students and 74 staff at peak occupancy which is 824 individuals yielding a 164.8 parking stall requirement.

Current permanent stalls - 100

On site current event stalls - 36

Current Total = 136

Post-build permanent stalls - 159

On site event stalls - 27

City site event stalls (north access) - 24

Future Total = 210

If you only count permanent stalls, we'd require a technical exception or variance. However, this number is 60% more permanent stalls and 54% more total stalls than we currently have on site. This will go a long way toward alleviating any parking issues during events. The typical school day with 74 staff is not the problem. We have parking for that. It's back-to-school night, plays, and other events that cause the issues. We're working to address it as best we can. If the city sees a way to add more stalls on site we are open to entertaining it.

6) curb cut. it looks like our new curb cut exceeds the 40' requirement from public intersections

7) traffic circulation. we can keep our existing access for the main building, so I don't think there's an issue on ingress/egress. However, we have tentatively incorporated access out through the city's parcel to the north to help improve traffic.

8) construction staging. We will stage entirely on site. No variance or exception required.

Summary: If the City wishes to not grant any variances and leave the school as is, it seems like they can push for that outcome. However, we will see no improvement in the existing conditions that are posing a problem: parking and traffic circulation. While we are asking for a variance on setbacks (due to the bulk-massing, lot line issue) that is not going to impact any neighbors. The real output of this project is no additional students, but tons of additional parking and circulation which will greatly improve parking and traffic outcomes. We understand it's not perfect. Our traffic study shows that. The city's traffic study to double check our traffic study will likely also show that. But it will be an improvement that we can't get any other way.



ZONING INFORMATION

ZONE: BUSINESS COMMERCIAL

3.20 STANDARDS FOR SCHOOLS

SETBACKS 3.2.020
FRONT SETBACK: 50 FEET
SIDE SETBACK: 40 FEET
REAR SETBACK: 50 FEET

HEIGHT 3.20.030

HEIGHT: 34 FEET, "BELL TOWERS" CAN EXTEND 15 FEET ABOVE THE RIDGELINE

BULK AND MASSING 3.20.040

THE BULK OF A SCHOOL BUILDING SHALL BE DEFINED AS THE RATIO OF TOTAL PROPERTY ACREAGE PER THOUSAND SQUARE FEET OF BUILDING FOOTPRINT. A SCHOOL SHALL HAVE A BULK FACTOR OF NOT LESS THAN 0.150.

PARKING 3.20.050

ON-SITE PARKING. PARKING FOR SCHOOLS SERVING GRADES K-9 SHALL BE PROVIDED AT THE RATE OF ONE STALL PER PERSON (TOTAL OF STUDENTS AND STAFF).

750 STUDENTS + 60 TEACHERS = 810 PEOPLE
810 * 0.20 STALLS PER PERSON = 162 STALLS REQUIRED

PARKING CALCULATIONS:

EXISTING PARKING SCHEDULE

	COMMENTS	COUNT
	EXISTING TO BE DEMOLISHED	43
	EXISTING TO BE DEMOLISHED	1
	EXISTING TO REMAIN	2
	EXISTING TO REMAIN	4
	EXISTING TO REMAIN	41
	EXISTING TO REMAIN	14
	EXISTING TO REMAIN	2
	EXISTING TO REMAIN (EVENT)	29
		136

NEW PARKING SCHEDULE

	COMMENTS	COUNT
	NEW	1
	EXISTING TO REMAIN	2
	EXISTING TO REMAIN	4
	EXISTING TO REMAIN	41
	NEW	95
	EXISTING TO REMAIN	14
	EXISTING TO REMAIN	2
		159
	EXISTING TO REMAIN (EVENT)	29
	NEW IN EASEMENT (EVENT)	24
		53
		212

6 AND EGRESS SHALL BE AS SHOWN ON THE SITE PLAN AND SHALL BE FROM ANY INTERSECTION OF PUBLIC STREETS.

TOTAL BUILDING AREA	
LEVEL	AREA (SF)
1	8,222
2	7,096
	15,318

- 100 perm

100 perm
+ 0 event city
+ 36 event school

136 total

00 SOUTH

DEMOLITION PLAN GENERAL NOTES:

Salt Lake City
52 Exchange Place
Salt Lake City, UT 84111
801.531.1144

Boise
300 W Main Street, Suite 940
Boise, ID 83702
208.424.7675

babcockdesign.com

The logo for Civil Solutions Group Inc. features the company name in a stylized, lowercase font where the 'i' is a dot and the 'o' is a small circle. Below the name is a circular graphic composed of several concentric and intersecting curved lines.

MOUNTAINVILLE ACADEMY

MOUNTAINVILLE ACADEMY - NEW STEM CENTER

ALPINE, UT

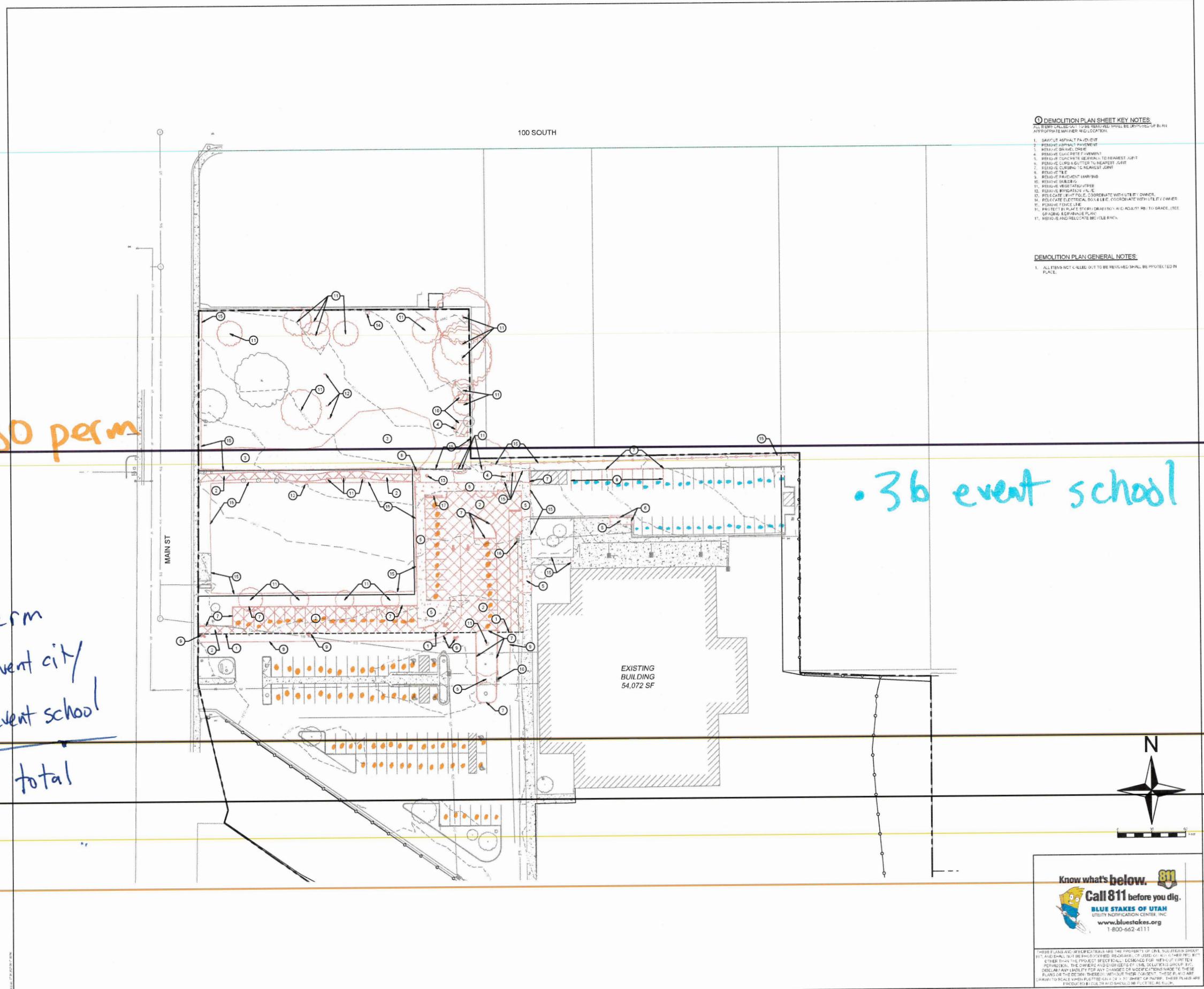
Project Number: 26100
Original Issue: 07/31/25
Project Status: DESIGN DEVELOPMENT

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2010 RELEASE UNDER E.O. 14176

DEMO PLAN

Sheet Number
C101



Mountainville Academy

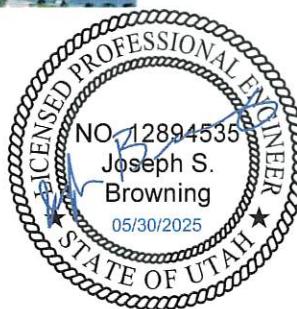
Traffic Impact Study



Alpine, Utah

May 30, 2025

UT25-3003



EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Mountainville Academy development located in Alpine, Utah. The development is located on the east side of Main Street south of 100 South.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2025) conditions with and without the proposed project and to recommend mitigation measures as needed. The morning and afternoon peak hour level of service (LOS) results are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2. An exhibit of the proposed mitigated roadway network is shown in Figure ES-1. A site plan of the project is provided in Appendix A.

Table ES-1: Peak Hour Level of Service Results

Intersection	Level of Service									
	Existing (2025)									
	Background		Option 1		Option 2a		Option 2a Mitigated		Option 2b	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1 100 South / Main Street	c	f	f	f	c	f	A	A	d	f
2 120 South / Main Street	c	f	c	e	c	d	d	f	c	d
3 Pre-K Access (North Entrance) / Main Street	b	d	c	c	c	b	d	f	c	c
4 Mountainville Academy Access / Main Street	f	f	f	e	f	f	a	a	f	f
5 North Exit / 100 South	-	-	-	-	a	a	a	a	a	c

1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)

Source: Hales Engineering, May 2025

Table ES-2: Recommended Storage Length

Intersection	Recommended Storage Lengths (feet)											
	Northbound				Southbound				Eastbound		Westbound	
	LT		RT		LT		RT		LT		RT	
	E	P	E	P	E	P	E	P	E	P	E	P
1 100 South / Main Street	-	-	-	-	-	50	-	-	-	-	-	-

1. Storage lengths are based on 2025 95th percentile queue lengths and do not include required deceleration / taper distances

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

Source: Hales Engineering, May 2025

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions		
<ul style="list-style-type: none"> The project will consist of a new building on the campus with a reconfiguration of the access and pickup/drop off areas. Three options are being considered, and the expansion is not anticipated to increase enrollment at the school. As a result of the analysis, Option 2a was deemed the best configuration for directing traffic In addition, it is recommended that the crosswalk on 120 South be migrated south to a mid-block location and installed as a Danish offset crosswalk. Rectangular rapid flashing beacons (RRFBs) could be considered at the signs. Currently, many parents pick up their children at the park north of 100 South. It is anticipated with the proposed improvements that some of these parents may choose to utilize the on-site pickup area instead. It is estimated that the proposed configuration is approximately 850 feet short to accommodate all parents. Therefore, it is anticipated that some, but not all, pickup that currently occurs off-site may divert to on-site. However, the new site configuration represents a significant improvement in space for queue storage <ul style="list-style-type: none"> It is recommended that vehicles be stacked side-by-side on-site as much as possible To reduce the need for off-site pick-up and drop-off, the school could consider implementing staggered release times at least 15 minutes apart 		
<p>2025</p>		
Background	Plus Project	
Findings	<ul style="list-style-type: none"> Poor LOS at the 100 South / Main St, 120 South / Main St, and Mountainville Access / Main St intersections Observations indicate multiple near misses at the Mountainville Access / Main Street intersection 	<ul style="list-style-type: none"> Poor LOS at the 100 South / Main St, 120 South / Main St, and Mountainville Access / Main St intersections, depending on the alternative
Mitigations	<ul style="list-style-type: none"> See plus project mitigations 	<ul style="list-style-type: none"> Option 2a is preferred, which proposes a direct connection from the school site to 100 South through a City property Main St: Install a raised median from south of primary access to just before 120 South and restrict project accesses to right-in/right-out 100 South / Main St: Consider installing traffic signal as it is anticipated peak hour warrants will nearly be met <ul style="list-style-type: none"> This improvement is intended as a way to prevent school traffic from cutting through the neighborhood to the west via 120 South. This could only be accomplished with Option 2a.

Mountainville Academy Expansion
Mitigated Roadway Network

Figure ES-1

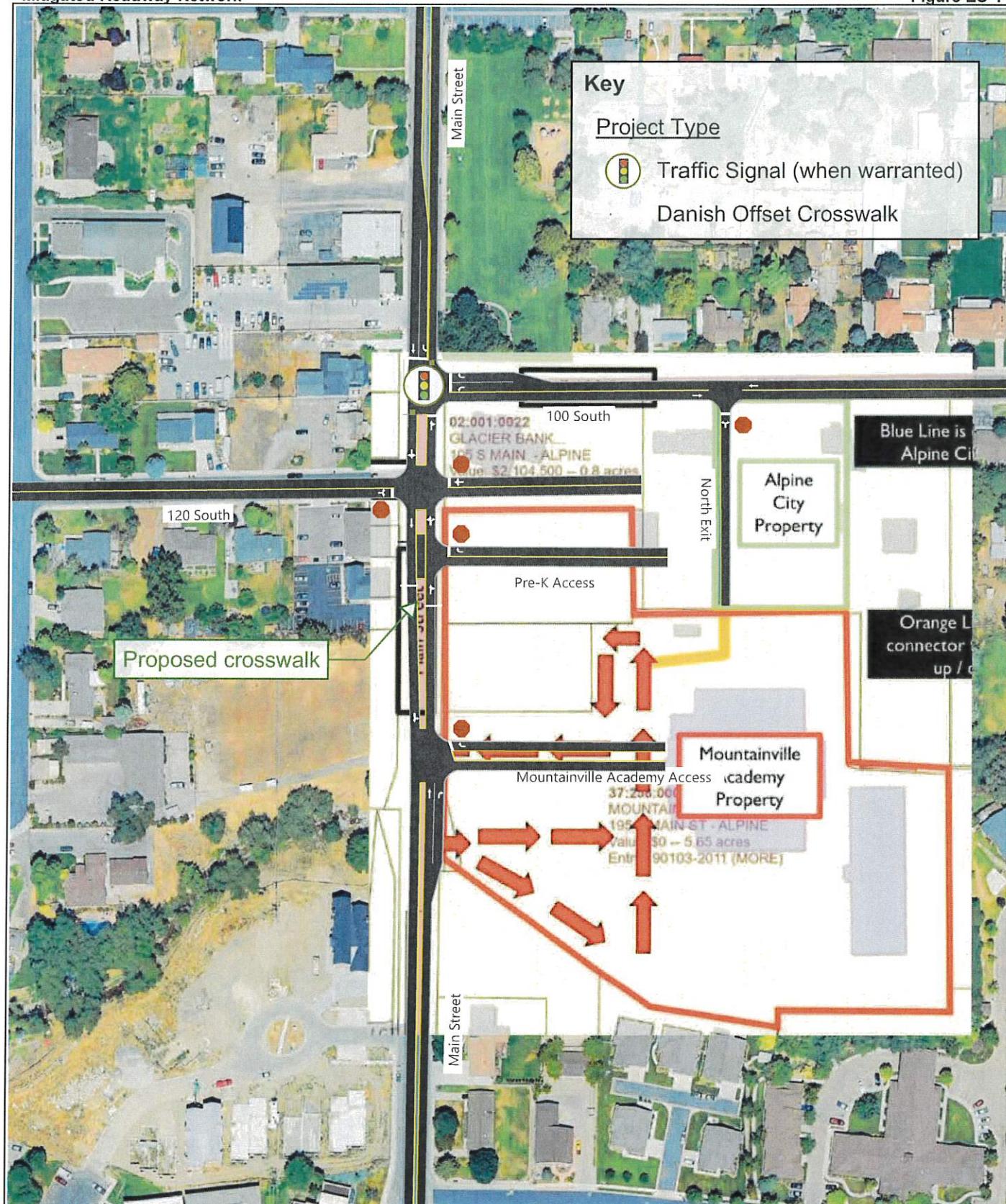


TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
SUMMARY OF KEY FINDINGS & RECOMMENDATIONS	ii
TABLE OF CONTENTS	iv
LIST OF TABLES	v
LIST OF FIGURES	v
I. INTRODUCTION	1
A. Purpose	1
B. Scope	2
C. Analysis Methodology	2
D. Level of Service Standards	2
II. EXISTING (2025) BACKGROUND CONDITIONS.....	4
A. Purpose	4
B. Roadway System.....	4
C. Traffic Volumes	4
D. On-site Observations	7
E. Level of Service Analysis	7
F. Queuing Analysis	7
G. Mitigation Measures.....	7
III. PROJECT CONDITIONS	8
A. Pre-Kindergarten Expansion.....	8
B. Scenarios	8
C. Access.....	9
IV. EXISTING (2025) PLUS PROJECT CONDITIONS (Option 1)	10
A. Purpose	10
B. Traffic Volumes	10
C. Level of Service Analysis	10
D. Queuing Analysis	10
E. Mitigation Measures.....	13
V. EXISTING (2025) PLUS PROJECT CONDITIONS (Option 2a)	14
A. Purpose	14
B. Traffic Volumes	14
C. Level of Service Analysis	14
D. Queuing Analysis	17
E. Mitigation Measures.....	17
VI. EXISTING (2025) PLUS PROJECT CONDITIONS (Option 2b)	18
A. Purpose	18
B. Traffic Volumes	18
C. Level of Service Analysis	18
D. Queuing Analysis	21
E. Mitigation Measures.....	21
VII. PREFERRED ALTERNATIVE.....	22
A. Overview	22
B. Mitigated Scenario	22

C. Recommended Storage Lengths	23
D. Crosswalk Review	23
E. Pick-Up/ Drop-Off Analysis	24

Appendix A: Project Site Plan

Appendix B: Turning Movement Counts

Appendix C: LOS Results

Appendix D: Queuing Results

LIST OF TABLES

Table 1: Level of Service Description	3
Table 2: Existing (2025) Background Peak Hour LOS	7
Table 3: Existing (2025) Plus Project Peak Hour LOS – Option 1	10
Table 4: Existing (2025) Plus Project Peak Hour LOS – Option 2a	14
Table 5: Existing (2025) Plus Project Peak Hour LOS – Option 2b	18
Table 6: Existing (2025) Plus Project Peak Hour LOS – Option 2a (Mitigated)	22
Table 7: Recommended Storage Lengths.....	23

LIST OF FIGURES

Figure 1: Vicinity map showing the project location in Alpine, Utah.....	1
Figure 2: Existing (2025) background peak hour traffic volumes	5
Figure 3: Existing (2025) plus project peak hour traffic volumes (Option 1)	11
Figure 4: Existing (2025) plus project peak hour traffic volumes (Option 2a)	15
Figure 5: Existing (2025) plus project peak hour traffic volumes (Option 2b)	19
Figure 6: Danish offset crosswalk (Source: Nevada Appeal).....	23

I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Mountainville Academy Expansion located in Alpine, Utah. The proposed project is located on the east side of Main Street south of 100 South. Figure 1 shows a vicinity map of the proposed development.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2025) conditions with and without the proposed project and to recommend mitigation measures as needed.



Figure 1: Vicinity map showing the project location in Alpine, Utah

B. Scope

The study area was defined based on conversations with the development team. This study was scoped to evaluate the traffic operational performance impacts of the project on the following intersections:

- 100 South / Main Street
- 120 South / Main Street
- Pre-K Access (North Entrance) / Main Street
- Mountainville Academy Access / Main Street
- North Exit / 100 South

C. Analysis Methodology

Level of service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections.

The *Highway Capacity Manual* (HCM), 7th Edition, 2022 methodology was used in this study to remain consistent with “state-of-the-practice” professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized, roundabout, and all-way stop-controlled (AWSC) intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst movement.

Using Synchro/SimTraffic software, which follow the HCM methodology, the peak hour LOS was computed for each study intersection. Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. The detailed LOS reports are provided in Appendix C. Hales Engineering also calculated the 95th percentile queue lengths for the study intersections using SimTraffic. The detailed queue length reports are provided in Appendix D.

Many of the figures in this report are printouts of the Synchro model. These figures are not meant to be a design exhibit for exact lane striping and design, due to the limitations of the Synchro software. Instead, the purpose of these figures is to show assumed peak hour turning movement volumes and the conceptual travel lane configuration of the study roadway network.

D. Level of Service Standards

For the purposes of this study, a minimum acceptable intersection performance for each of the study intersections was set at LOS D. If levels of service E or F conditions exist, an explanation and/or mitigation measures will be presented. A LOS D threshold is consistent with “state-of-the-practice” traffic engineering principles for urbanized areas.

Table 1: Level of Service Description

	LOS	Description of Traffic Conditions	Average Delay (seconds/vehicle)	
			Signalized Intersections	Unsignalized Intersections
A		Free Flow / Insignificant Delay	≤ 10	≤ 10
B		Stable Operations / Minimum Delays	> 10 to 20	> 10 to 15
C		Stable Operations / Acceptable Delays	> 20 to 35	> 15 to 25
D		Approaching Unstable Flows / Tolerable Delays	> 35 to 55	> 25 to 35
E		Unstable Operations / Significant Delays	> 55 to 80	> 35 to 50
F		Forced Flows / Unpredictable Flows / Excessive Delays	> 80	> 50

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual (HCM)*, 7th Edition, 2022 Methodology (Transportation Research Board)

II. EXISTING (2025) BACKGROUND CONDITIONS

A. Purpose

The purpose of the background analysis is to study the intersections and roadways during the peak travel periods of the day with background traffic and geometric conditions. Through this analysis, background traffic operational deficiencies can be identified, and potential mitigation measures recommended. This analysis provides a baseline condition that may be compared to the build conditions to identify the impacts of the development.

B. Roadway System

The primary roadways that will provide access to the project site are described below:

Main Street – is a city-maintained roadway which is classified by the Alpine City Transportation Master Plan (September 2020) as an arterial. The roadway has one travel lane in each direction. The posted speed limit is 30 mph in the study area, and 20 mph in the school zone.

C. Traffic Volumes

Weekday morning (7:00 to 9:00 a.m.) and afternoon (2:00 to 4:00 p.m.) peak period traffic counts were performed at the following intersections:

- 100 South / Main Street
- 120 South / Main Street
- Mountainville Academy / Main Street
- Pre-K Access / Main Street

The counts were performed on Thursday, May 1 and Thursday, May 15, 2025 (for the pre-K access). The morning peak hour was determined to be between 7:45 and 8:45 a.m., and the afternoon peak hour was determined to be between 3:00 and 4:00 p.m. The afternoon peak hour volumes were approximately 12% higher than the morning peak hour volumes. Both the morning and afternoon peak hour volumes were used in the analysis. Detailed count data are included in Appendix B.

Hales Engineering considered seasonal adjustments to the observed traffic volumes. Monthly traffic volume data were obtained from a nearby UDOT automatic traffic recorder (ATR) on SR-92 (ATR #601). In recent years, traffic volumes in May have been approximately equal to 105% of average traffic volumes. Therefore, to be conservative, no adjustments were made.

Figure 2 shows the existing morning and afternoon peak hour volumes as well as intersection geometry at the study intersections.

Mountainville Academy Expansion
Existing (2025) Background

Morning Peak Hour
Figure 2a



Mountainville Academy Expansion
Existing (2025) Background

Afternoon Peak Hour
Figure 2b



D. On-site Observations

Observations were made during drop-off and pickup to assess conditions. While observing, there were several near misses as vehicles attempted to make westbound left turn exits from Mountainville Academy. This issue further added to traffic conditions in which vehicles making northbound trips on Main Street stopped before the access to allow vehicles to make left turn exits. These factors contributed to general traffic and safety concerns.

E. Level of Service Analysis

Hales Engineering determined that most study intersections are currently operating at poor levels of service during the morning and afternoon peak hours, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2025) conditions.

Table 2: Existing (2025) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Afternoon Peak
100 South / Main Street	WB Stop	c (22.9) / WBL	f (>50) / WBL
120 South / Main Street	EB/WB Stop	c (15.6) / EBL	f (>50) / WBT
Pre-K Access / Main Street	WB Stop	b (14.4) / WBL	d (34.4) / WBL
Mountainville Academy Access / Main Street	WB Stop	f (>50) / WBL	f (>50) / WBL

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, May 2025

F. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and afternoon peak hour are summarized as follows:

- 100 South / Main Street:
 - Westbound: 225 feet (AFT)
- Mountainville Academy Access / Main Street:
 - Westbound: 125 feet (AM) & 225 feet (AFT)
- 120 South / Main Street:
 - Northbound: 125 feet (AM) & 150 feet (AFT)

G. Mitigation Measures

No mitigation measures were analyzed for this scenario. Mitigation measures will be assessed for the plus project scenarios.

III. PROJECT CONDITIONS

A. Pre-Kindergarten Expansion

Mountainville Academy is adding a new building on the northeastern side of their property to service pre-kindergarten students. This development would not contribute to any increase in enrollment or promote any additional trips. Development of the surrounding area and split access create opportunities to reduce traffic along the existing roadways as seen in the three scenarios put forward.

B. Scenarios

The following alternatives are school-proposed solutions to mitigate traffic concerns:

Option 1:

- This alternative takes the existing pick-up/ drop-off access points from Main Street and shifts them to the north, allowing for more vehicles to queue in a larger lot. Additionally, the current gravel access for pre-kindergarten students is upgraded to a formal loop with parking stalls next to the proposed pre-kindergarten building.

Option 2a:

- In addition to the modifications made in Option 1, this scenario adds an egress access to 100 South tied to the loop for main access to Mountainville Academy. This would allow vehicles to travel northward through the property and exit on 100 South as opposed to just exiting directly onto Main Street.

Option 2b:

- Mirroring Option 2a, this alternative instead grants access to the egress access for the north access by the pre-kindergarten building. This results in two separate loops, including one that enters and exits onto Main Street and a second which enters via Main Street and exits via 100 South. This could be used to separate pickup/dropoff for students who live in Alpine and students who live to the south.

C. Access

The proposed access to the site will be gained at the following locations:

Main Street:

- Pre-K Access (North Entrance) will be located approximately 80 feet south of the 120 South / Main Street intersection. It will access the project on the west side of Main Street. It is anticipated that the access will be stop-controlled.
- The primary access (Mountainville Access) will be relocated approximately 120 feet north of its current location.

100 South:

- North Exit will be located approximately 395 feet east of the 100 South / Main Street intersection. It will access the project on the south side of 100 South. It is anticipated that the access will be stop-controlled. This would be an exit only. This access is only being considered for Options 2a and 2b.

IV. EXISTING (2025) PLUS PROJECT CONDITIONS (Option 1)

A. Purpose

The purpose of this analysis is to study the intersections and roadways during the peak travel periods of the day for Option 1. This scenario provides valuable insight into the potential impacts of the proposed change on traffic conditions.

B. Traffic Volumes

Traffic volumes are anticipated to remain the same as existing conditions for Option 1, but accesses are relocated slightly. See Appendix A for a concept of this option. Existing (2025) plus project morning and afternoon peak hour turning movement volumes, as well as the roadway configuration, are shown in Figure 3.

C. Level of Service Analysis

Hales Engineering determined that most intersections are anticipated to operate at poor levels of service during the morning and afternoon peak hours with the proposed configuration, as shown in Table 3.

Table 3: Existing (2025) Plus Project Peak Hour LOS – Option 1

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Afternoon Peak
100 South / Main Street	WB Stop	f (>50) / WBL	f (>50) / WBL
120 South / Main Street	EB/WB Stop	c (20.4) / EBR	e (41.9) / WBL
Pre-K Access / Main Street	WB Stop	c (22.1) / WBR	c (15.4) / WBL
Mountainville Academy Access / Main Street	WB Stop	f (>50) / WBL	e (41.1) / WBL

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, May 2025

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and afternoon peak hour are summarized as follows:

- 100 South / Main Street:
 - Southbound: 150 feet (AM)
 - Westbound: 175 feet (AM/AFT)
- Mountainville Academy Access / Main Street:
 - Westbound: 300 feet (AM) & 150 feet (AFT)

Mountainville Academy Expansion
Option 1 - Existing (2025) Plus Project

Morning Peak Hour
Figure 3a



Mountainville Academy Expansion
Option 1 - Existing (2025) Plus Project

Afternoon Peak Hour
Figure 3b



E. Mitigation Measures

Mitigation measures are discussed with the preferred alternative, Option 2a, in Chapter VII.

V. EXISTING (2025) PLUS PROJECT CONDITIONS (Option 2a)

A. Purpose

The purpose of this analysis is to study the intersections and roadways during the peak travel periods of the day for Option 2a. This scenario provides valuable insight into the potential impacts of the proposed change on traffic conditions.

B. Traffic Volumes

Hales Engineering rerouted some exiting traffic to 100 South via the new access proposed in Option 2a. See Appendix A for a concept of this option. Existing (2025) plus project morning and afternoon peak hour turning movement volumes are shown in Figure 4.

C. Level of Service Analysis

Hales Engineering determined that the 100 South / Main Street and Mountainville Academy Access / Main Street intersections are anticipated to operate at poor levels of service during the morning and afternoon peak hours with the proposed scenario, as shown in Table 4.

Table 4: Existing (2025) Plus Project Peak Hour LOS – Option 2a

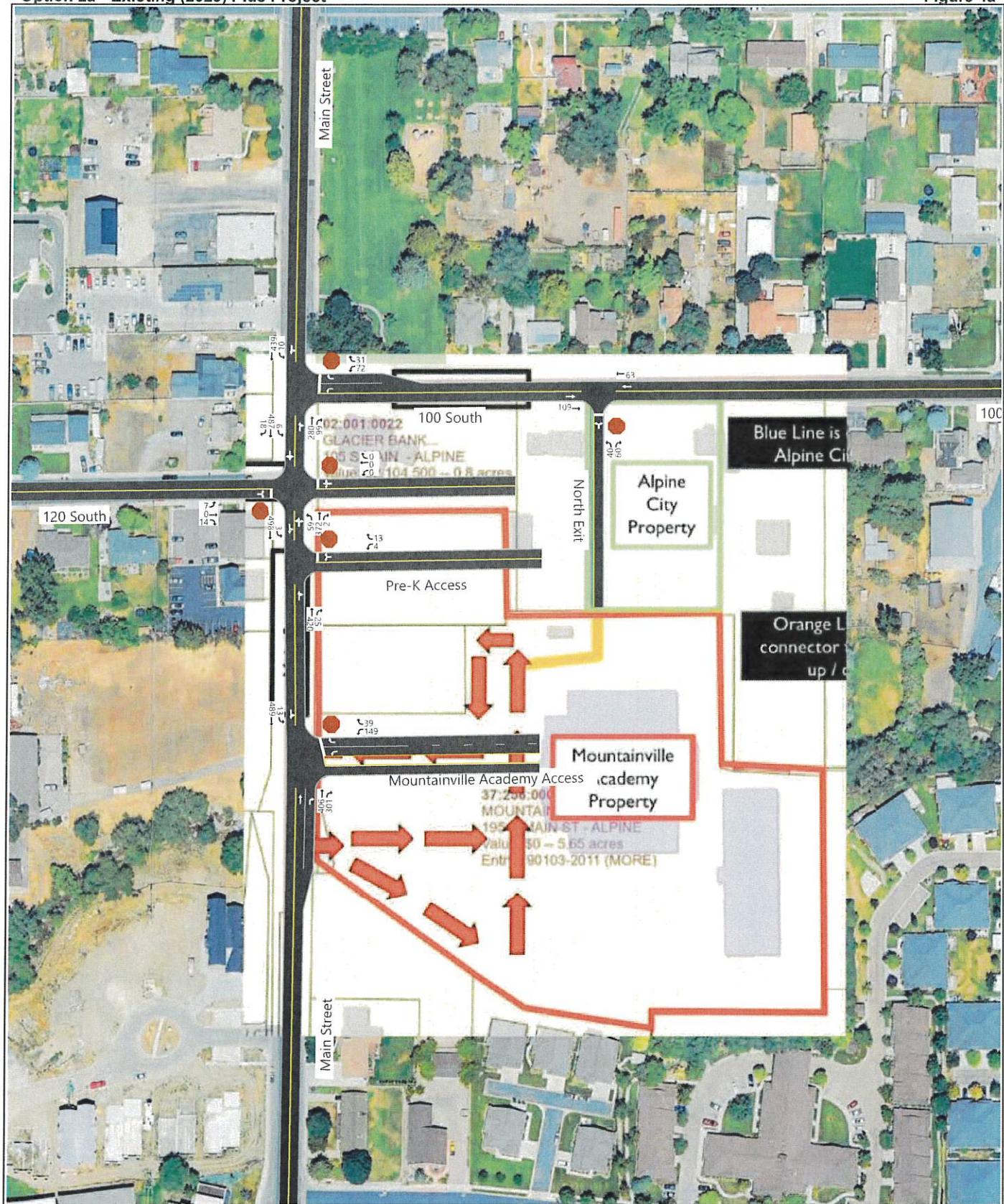
Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Afternoon Peak
100 South / Main Street	WB Stop	c (22.7) / WBL	f (>50) / WBL
120 South / Main Street	EB/WB Stop	c (15.4) / EBL	d (30.9) / EBL
Pre-K Access / Main Street	WB Stop	c (19.1) / WBL	b (13.5) / WBL
Mountainville Academy Access / Main Street	WB Stop	f (>50) / WBL	f (>50) / WBL
North Exit / 100 South	NB Stop	a (5.1) / NBL	a (7.9) / NBL

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, May 2025

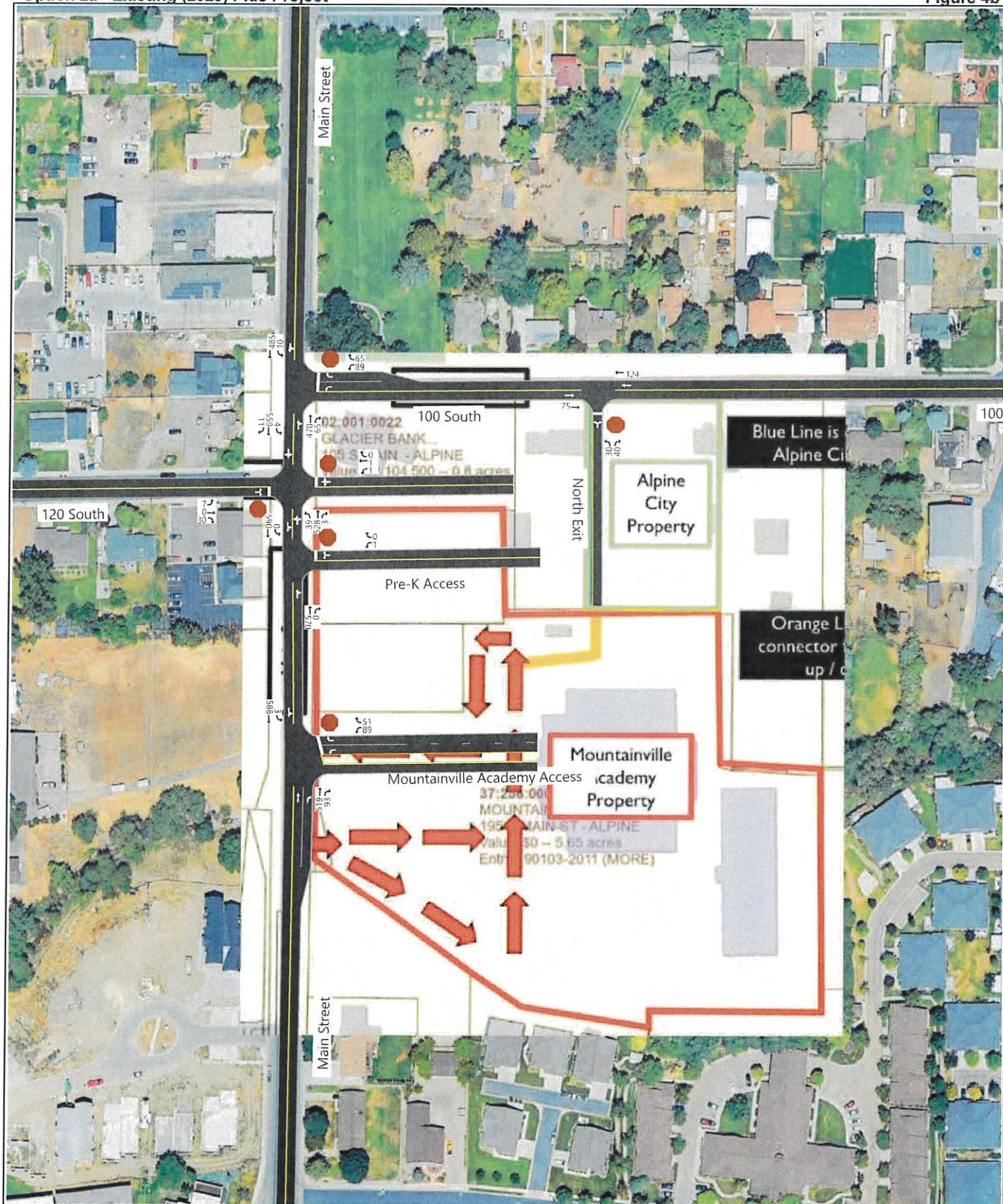
Mountainville Academy Expansion
Option 2a - Existing (2025) Plus Project

Morning Peak Hour
Figure 4a



Mountainville Academy Expansion
Option 2a - Existing (2025) Plus Project

Afternoon Peak Hour
Figure 4b



D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and afternoon peak hour are summarized as follows:

- 100 South / Main Street:
 - Southbound: 125 feet (AFT)
 - Westbound: 200 feet (AFT)
- Mountainville Academy Access / Main Street:
 - Westbound: 275 feet (AM) & 200 feet (AFT)

E. Mitigation Measures

Option 2a, as the preferred alternative, was selected to undergo mitigative measures which include a raised median, migrated and improved crosswalk, traffic signal, and restricted turn movements. These efforts ultimately serve to relieve traffic and improve safety on Main Street. These measures are discussed in detail in Chapter VII.

VI. EXISTING (2025) PLUS PROJECT CONDITIONS (Option 2b)

A. Purpose

The purpose of this analysis is to study the intersections and roadways during the peak travel periods of the day for Option 2b. This scenario provides valuable insight into the potential impacts of the proposed change on traffic conditions.

B. Traffic Volumes

Hales Engineering rerouted school traffic into the two loops proposed in Option 2b. See Appendix A for a concept of this option. Existing (2025) plus project morning and afternoon peak hour turning movement volumes are shown in Figure 5.

C. Level of Service Analysis

Hales Engineering determined that the 100 South / Main Street and Mountainville Academy Access / Main Street intersections are anticipated to operate at poor levels of service during the morning and afternoon peak hours with project traffic added, as shown in Table 5.

Table 5: Existing (2025) Plus Project Peak Hour LOS – Option 2b

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Afternoon Peak
100 South / Main Street	WB Stop	d (33.9) / WBL	f (>50) / WBL
120 South / Main Street	EB/WB Stop	c (17) / EBR	d (25.4) / EBR
Pre-K Access / Main Street	WB Stop	c (15.5) / WBR	c (24.3) / WBL
Mountainville Academy Access / Main Street	WB Stop	f (>50) / WBL	f (>50) / WBL
North Exit / 100 South	NB Stop	a (5.7) / NBL	c (15.7) / NBL

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, May 2025

Mountainville Academy Expansion
Option 2b - Existing (2025) Plus Project

Morning Peak Hour
Figure 5a



Mountainville Academy Expansion
Option 2b - Existing (2025) Plus Project

Afternoon Peak Hour
Figure 5b



D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and afternoon peak hour are summarized as follows:

- 100 South / Main Street:
 - Southbound: 125 feet (AM) & 150 feet (AFT)
 - Westbound: 125 feet (AM) & 225 feet (AFT)
- North Exit / 100 South
 - Westbound: 125 feet (AFT)
- North Entrance / Main Street
 - Northbound: 125 feet (AM)
- Mountainville Academy Access / Main Street:
 - Westbound: 325 feet (AM) & 200 feet (AFT)

E. Mitigation Measures

Mitigation measures are discussed with the preferred alternative, Option 2a, in Chapter VII.

VII. PREFERRED ALTERNATIVE

A. Overview

As a result of high volumes of vehicles turning left out of the primary access, the City had requested evaluation of a raised median, which is recommended. This new raised median would begin before the school zone from the south and continue until 120 South. With the raised median, both entrances into the school were changed to right-in/right-out only with the goal of restricting unsafe movements.

Based on the Utah Manual on Uniform Traffic Control Devices (MUTCD), a traffic signal is additionally anticipated to be nearly warranted at the 100 South / Main Street intersection based on the peak hour warrant. This improvement could be considered as a way to avoid school traffic cutting through the neighborhood to the west via 120 South because of the median. The signal would only go in conjunction with Option 2a as it provides direct access from the main lot to 100 South. A roundabout was also considered. However, there is not sufficient right-of-way available.

B. Mitigated Scenario

A mitigated scenario with the signal at 100 South / Main Street intersection was analyzed and the LOS results are shown in Table 6. While the intersections on Main Street at 120 South and the pre-kindergarten Access show poor LOS in the afternoon, no further mitigation measures would be available and these drivers would need to rely on courtesy gaps, which should be available. The intersections that primarily serve the Mountainville Academy maintain LOS A in the afternoon, which ultimately serves the flow of traffic most.

Furthermore, queuing is significantly reduced along 100 South. Queuing of 100-200 feet is anticipated for the northbound and southbound approaches of the 100 South / Main Street intersection.

Table 6: Existing (2025) Plus Project Peak Hour LOS – Option 2a (Mitigated)

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Afternoon Peak
100 South / Main Street	Signal	A (7.8)	A (8.2)
120 South / Main Street	EB/WB Stop	d (33.1) / EBL	f (>50) / EBL
Pre-K Access / Main Street	WB Stop	d (27.0) / WBR	f (>50) / WBR
Mountainville Academy Access / Main Street	WB Stop	a (9.4) / SBL	a (9.1) / WBR
North Exit / 100 South	NB Stop	a (6.3) / NBL	a (6.0) / NBL

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, May 2025

C. Recommended Storage Lengths

Hales Engineering determined recommended storage lengths based on the 95th percentile queue lengths given in the Option 2a scenario. These storage lengths do not include the taper length. Recommended storage lengths for the study intersections are shown in Table 7. Intersections shown in Table 7 include new intersections and existing intersections that have recommended storage length changes.

Table 7: Recommended Storage Lengths

Intersection	Recommended Storage Lengths (feet)											
	Northbound				Southbound				Eastbound		Westbound	
	LT		RT		LT		RT		LT	RT	LT	RT
	E	P	E	P	E	P	E	P	E	P	E	P
1 100 South / Main Street	-	-	-	-	-	50	-	-	-	-	-	-

1. Storage lengths are based on 2025 95th percentile queue lengths and do not include required deceleration / taper distances
2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable
Source: Hales Engineering, May 2025

D. Crosswalk Review

With the introduction of a raised median along Main Street, the potential to introduce a Danish offset crosswalk is available. This feature would be in addition to migrating the existing crosswalk from 120 South to the middle of the block, south of the Pre-Kindergarten Access. The Danish offset crosswalk utilizes the length of the median, and separated crossings incentivize visibility on the part of the pedestrian to make two different crossings safely as they can more easily see oncoming traffic when in the refuge island. An example of this facility is shown in Figure 6. Additionally, a Rectangular Rapid-Flashing Beacon (RRFB) signal could be installed to enhance visibility of pedestrians for drivers.

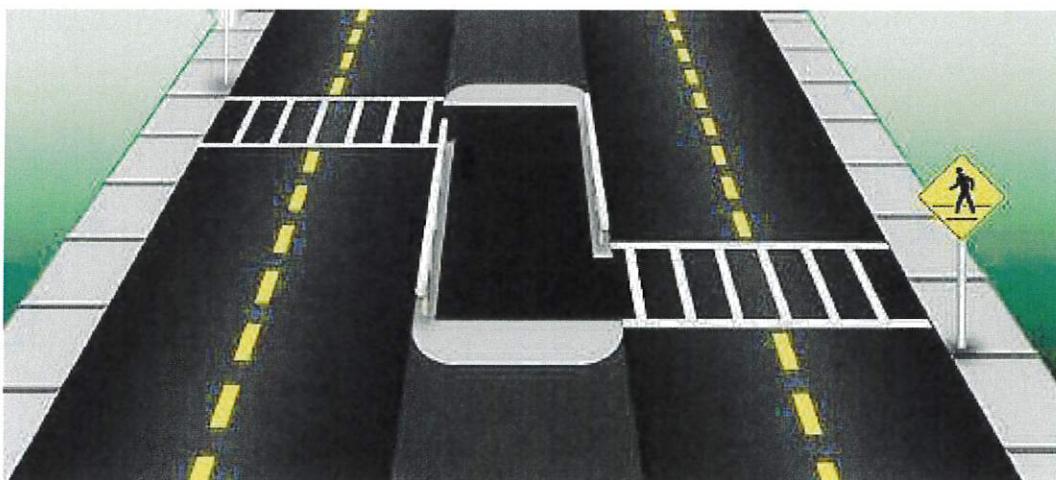


Figure 6: Danish offset crosswalk (Source: Nevada Appeal)

E. Pick-Up / Drop-Off Queue Analysis

During the site visit, queues of 5-10 vehicles were observed on the shoulder of Main Street waiting to enter the Mountainville Academy Access. However, many parents are observed to pick up the students at the park north of 100 South. It is anticipated that improvements to the pick-up and drop-off lines would likely draw parents from this park area to the site. The new site plan provides more onsite queueing which would reduce the existing delays. If all parked parents north of 100 South were to instead route through the site, the total queue length would need to be approximately 2,400 feet to accommodate all vehicles on site, based on an analysis conducted using VISSIM software. According to the new conditions, approximately 1,550 feet of pickup area and queue storage is available. This assumes that vehicles are double-stacked, i.e. lined up together side-by-side.

The difference in these two projected values is approximately 850 feet short of the length needed to accommodate all vehicles. Therefore, it is anticipated that some parents will still use the northern park but fewer than currently do. The planned configuration as a design is the maximum reasonable amount of added storage for the given site conditions. These modifications are an improvement in the existing conditions, and it is recommended that they be pursued with double stacking included as much as feasible.

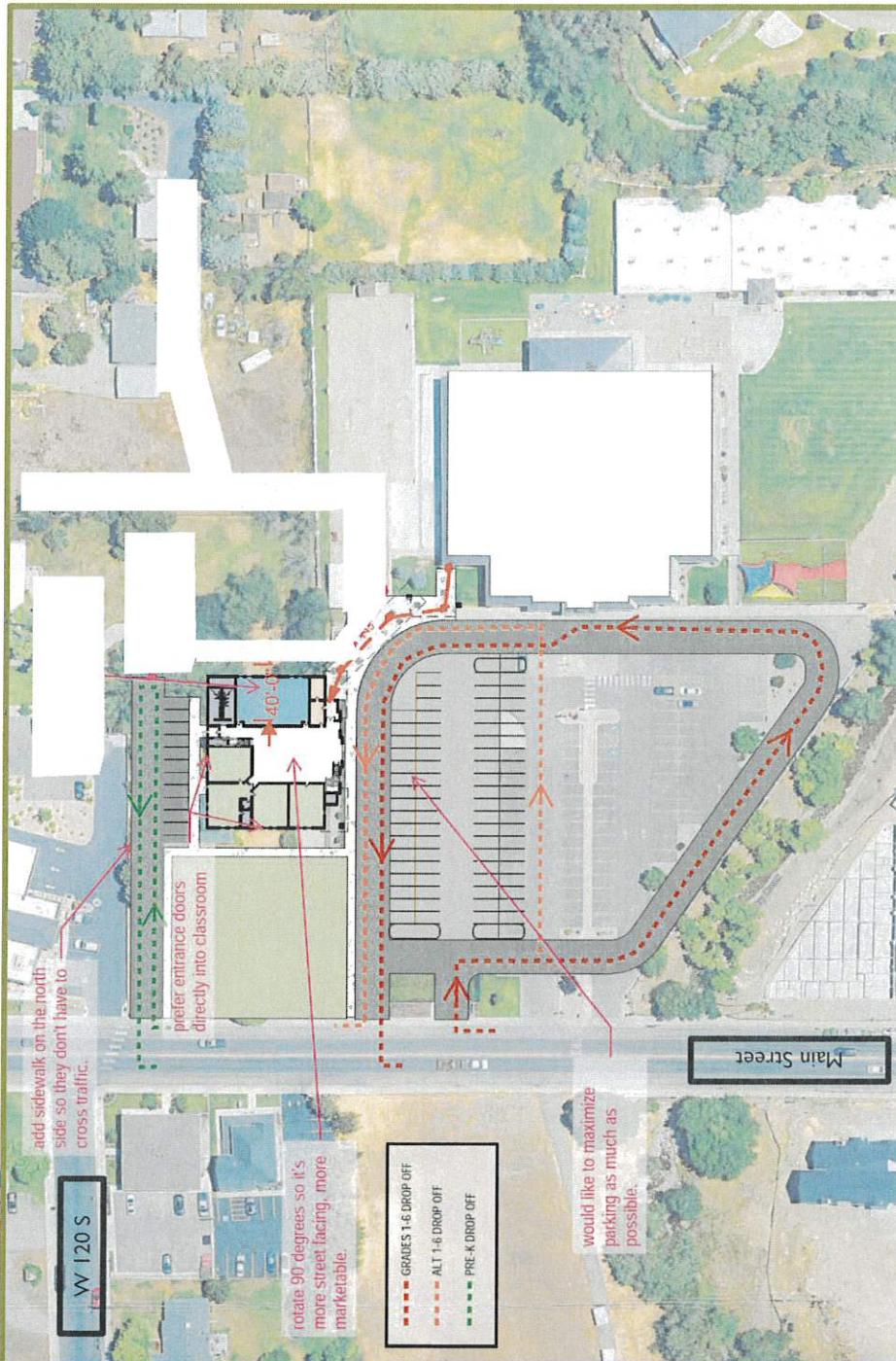
To reduce the amount of off-site pick-up and drop-off required, the school could consider staggering release times by at least 15 minutes to reduce the queue to handle all of it on-site.

APPENDIX A

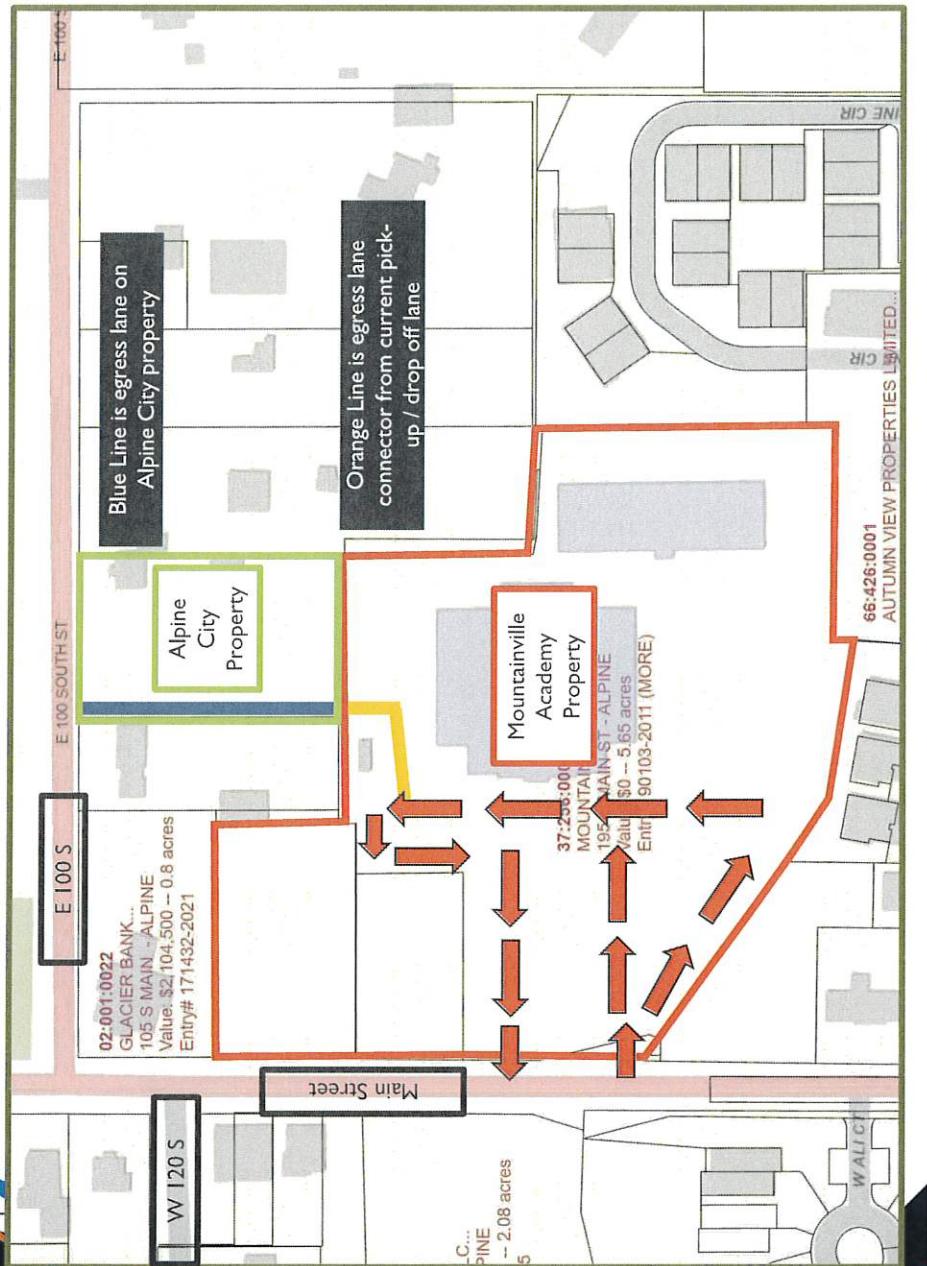
Site Plan

Mountainville Academy Charter School

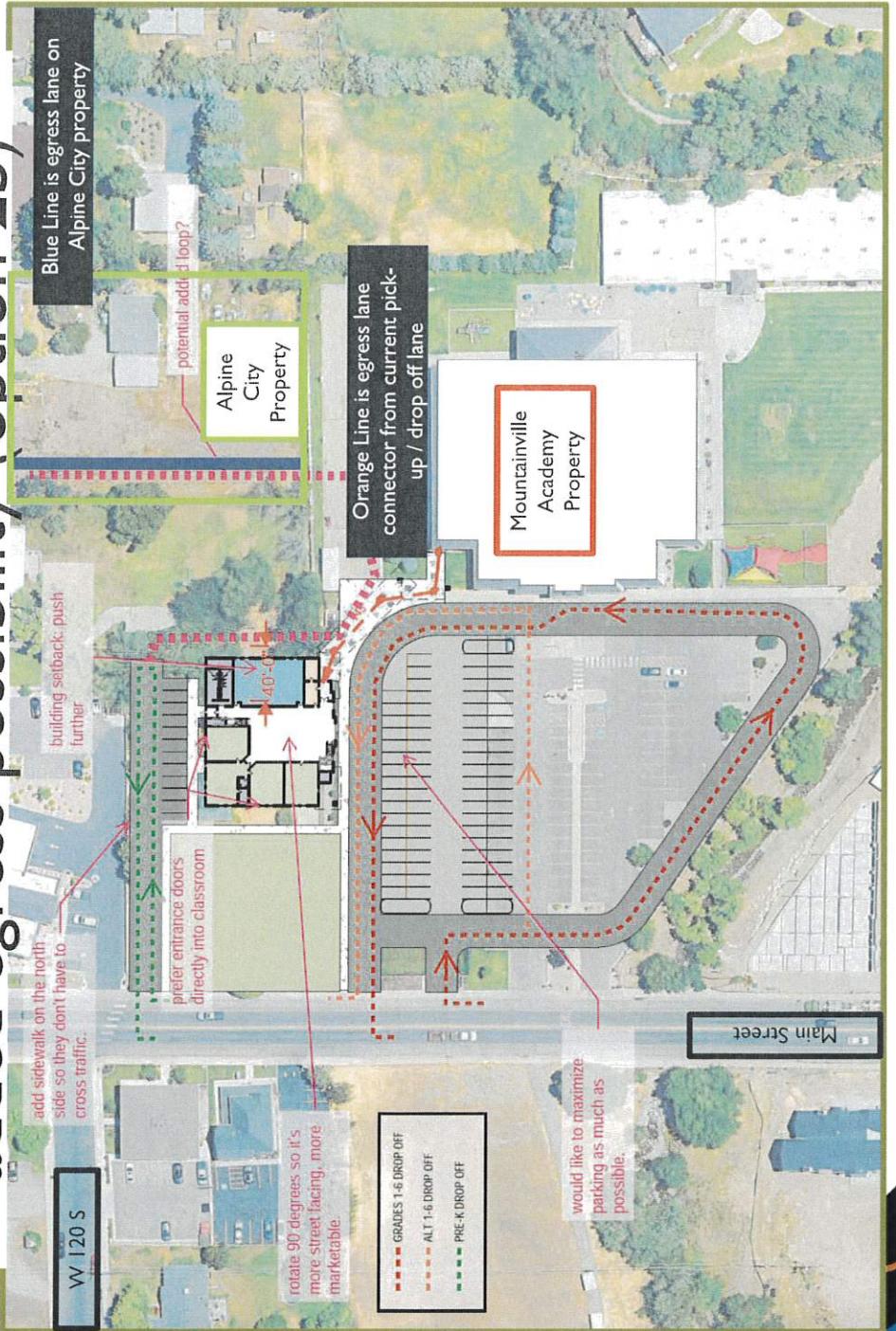
egress stays on main (Option I)



Mountainville Academy Charter School added egress possibility (option 2a)



Mountainville Academy Charter School added egress possibility (option 2b)



APPENDIX B

Turning Movement Counts

Intersection Turning Movement Summary

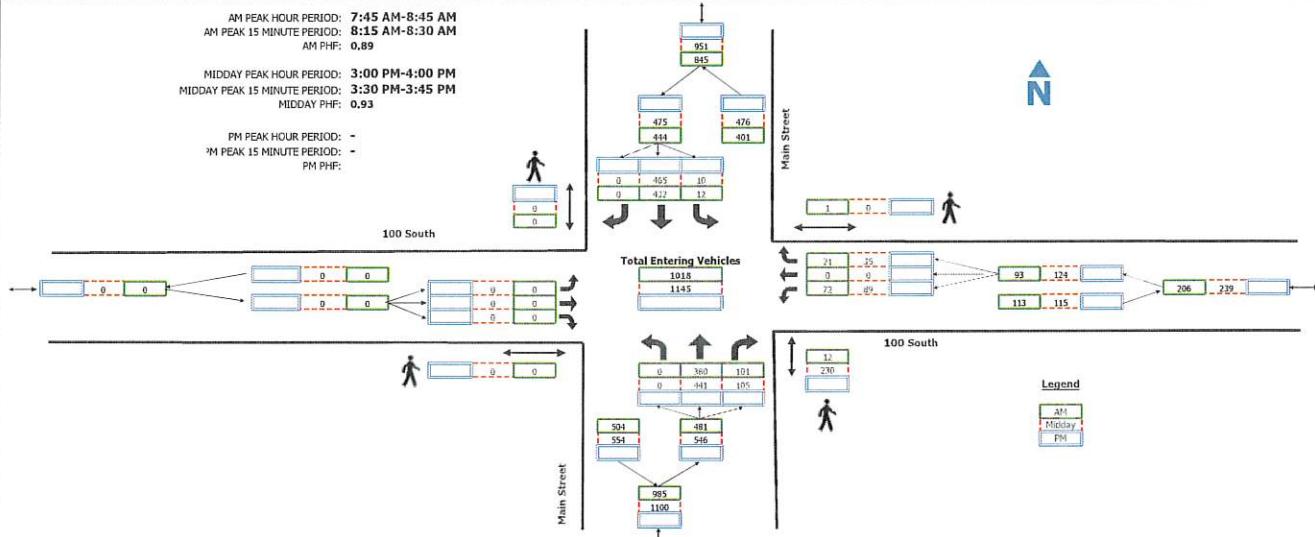
Intersection: Main Street / 100 South
North/South Road: Main Street
East/West Road: 100 South
Jurisdiction: Alpine
Project Title: Alpine Mountainville Academy Expansion TIS
Project No: UT25-3003
Weather: Clear

Date:	5-1-25, Thu
Day of Week Adjustment:	100.0%
Month of Year Adjustment:	100.0%
Adjustment Station #:	0
Growth Rate:	0.0%
Number of Years:	0

AM PEAK HOUR PERIOD: 7:45 AM-8:45 AM
AM PEAK 15 MINUTE PERIOD: 8:15 AM-8:30 AM
AM PHF: 0.89

MIDDAY PEAK HOUR PERIOD: 3:00 PM-4:00 PM
MIDDAY PEAK 15 MINUTE PERIOD: 3:30 PM-3:45 PM
MIDDAY PHF: 0.93

PM PEAK HOUR PERIOD:
PM PEAK 15 MINUTE PERIOD:
PM PHF:



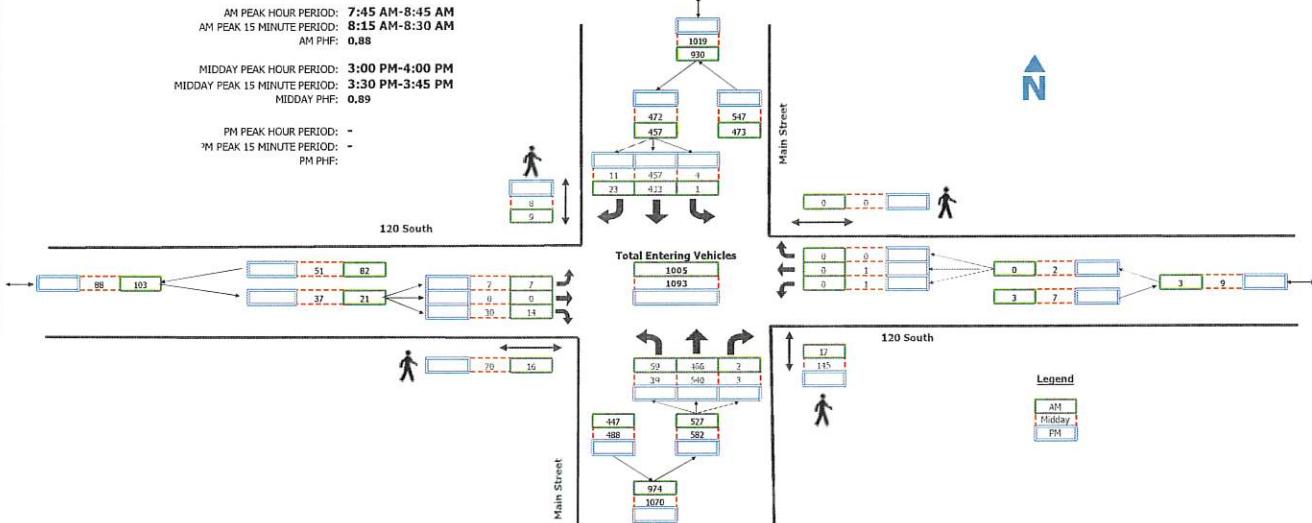
Intersection Turning Movement Summary

Intersection: Main Street / 120 South
North/South Road: Main Street
East/West Road: 120 South
Jurisdiction: Alpine
Project Title: Alpine Mountainville Academy Expansion TIS
Project No: UT25-3003
Weather: Clear

Date:	5-1-25, Thu
Day of Week Adjustment:	100.0%
Month of Year Adjustment:	100.0%
Adjustment Station #:	0
Growth Rate:	0.0%
Number of Years:	0

AM PEAK HOUR PERIOD: 7:45 AM-8:45 AM
AM PEAK 15 MINUTE PERIOD: 8:15 AM-8:30 AM
AM PHF: 0.88

MIDDAY PEAK HOUR PERIOD: 3:00 PM-4:00 PM
MIDDAY PEAK 15 MINUTE PERIOD: 3:30 PM-3:45 PM
MIDDAY PHF: 0.89



Intersection Turning Movement Summary

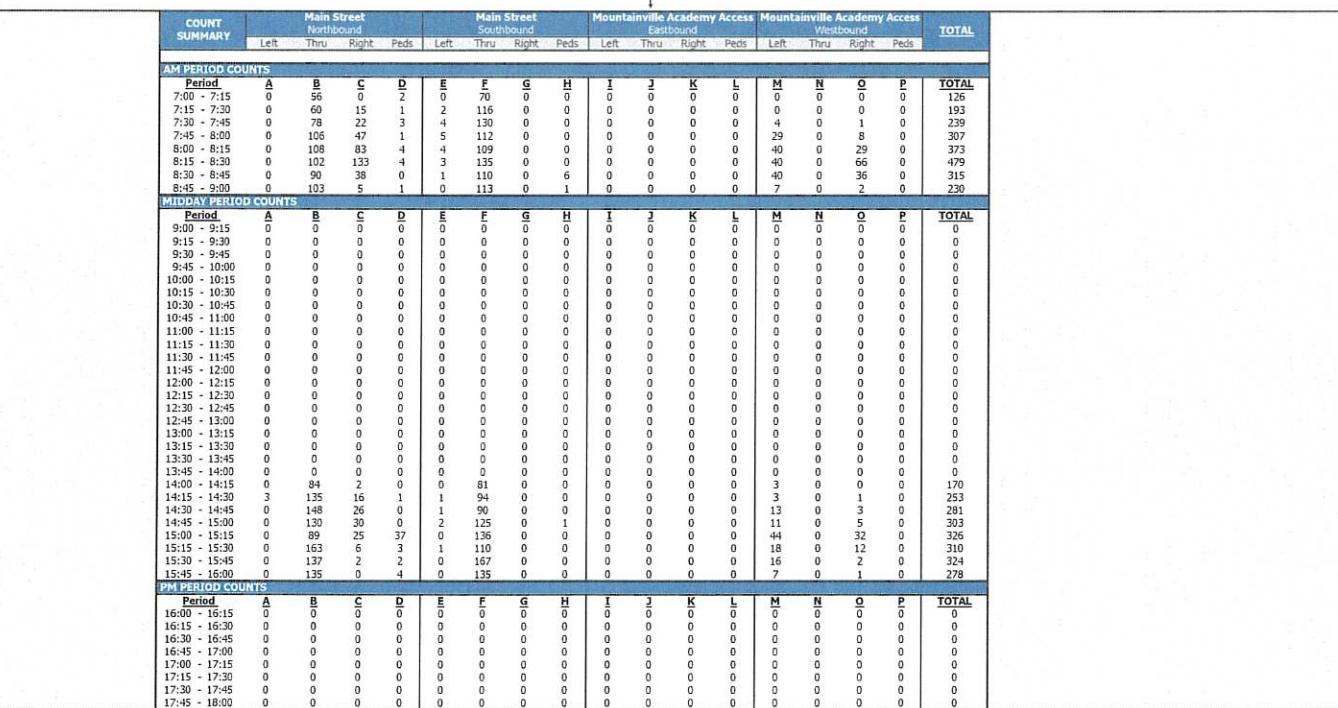
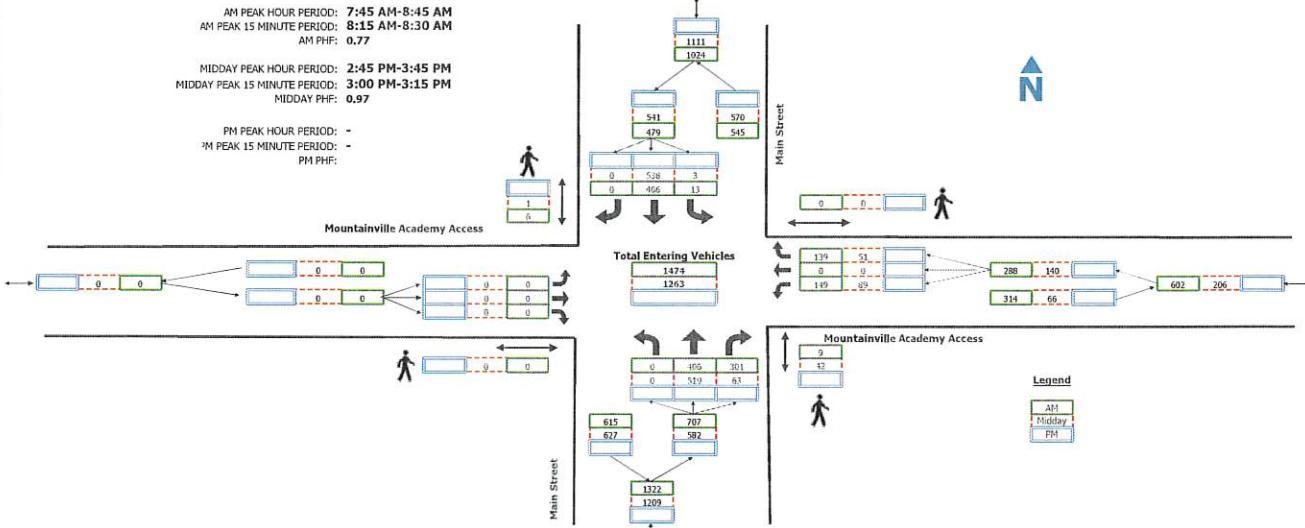
Intersection: Main Street / Mountainville Academy Access
North/South Road: Main Street
East/West Road: Mountainville Academy Access
Jurisdiction: Alpine
Project Title: Alpine Mountainville Academy Expansion TIS
Project No: UT25-3003
Weather: Clear

Date:	5-1-25, Thu
Day of Week Adjustment:	100.0%
Month of Year Adjustment:	100.0%
Adjustment Station #:	0
Growth Rate:	0.0%
Number of Years:	0

AM PEAK HOUR PERIOD: 7:45 AM-8:45 AM
AM PEAK 15 MINUTE PERIOD: 8:15 AM-8:30 AM
AM PHF: 0.77

MIDDAY PEAK HOUR PERIOD: 2:45 PM-3:45 PM
MIDDAY PEAK 15 MINUTE PERIOD: 3:00 PM-3:15 PM
MIDDAY PHF: 0.97

PM PEAK HOUR PERIOD: -
PM PEAK 15 MINUTE PERIOD: -
PM PHE: -



Intersection Turning Movement Summary

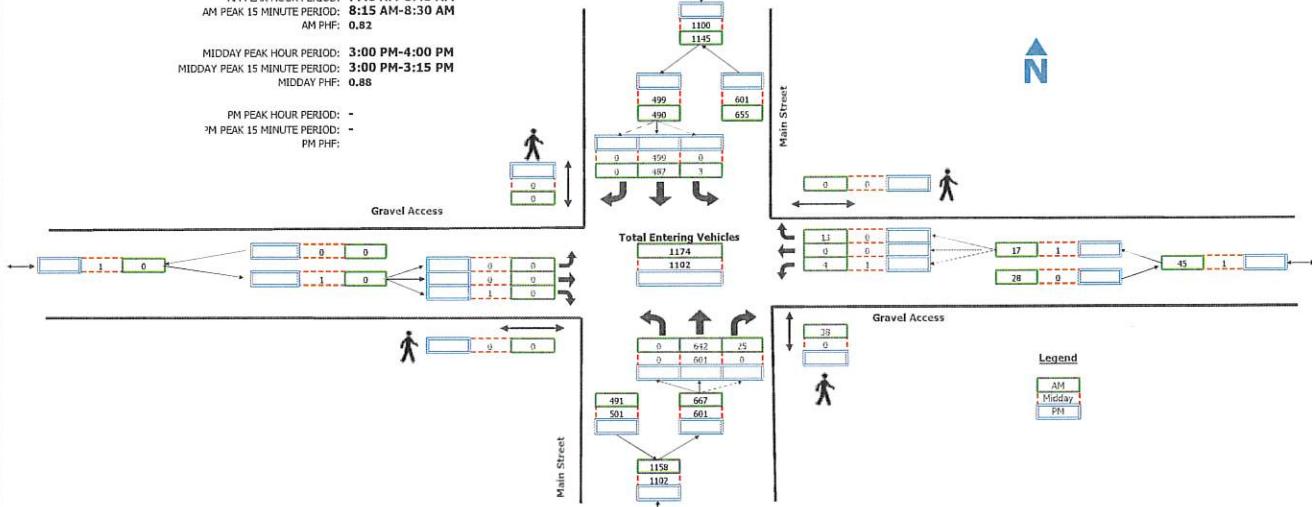
Intersection: Main Street / Gravel Access
North/South Road: Main Street
East/West Road: Gravel Access
Jurisdiction: Alpine
Project Title: Alpine Mountainville Academy Expansion TIS
Project No: UT25-3003
Weather: Clear

Date:	5-15-25, Thu
Day of Week Adjustment:	100.0%
Month of Year Adjustment:	100.0%
Adjustment Station #:	0
Growth Rate:	0.0%
Number of Years:	0

AM PEAK HOUR PERIOD: 7:45 AM-8:45 AM
AM PEAK 15 MINUTE PERIOD: 8:15 AM-8:30 AM
AM PHF: 0.82

MIDDAY PEAK HOUR PERIOD: 3:00 PM-4:00 PM
MIDDAY PEAK 15 MINUTE PERIOD: 3:00 PM-3:15 PM
MIDDAY PHF: 0.88

PM PEAK HOUR PERIOD: -
PM PEAK 15 MINUTE PERIOD: -
PM PHF: -



APPENDIX C

LOS Results

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Existing (2025) Background
Time Period: Morning Peak Hour
Project #: UT25-3003

Intersection: Main Street & 100 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	381	382	100	0.6	A
	R	99	95	96	0.4	A
	Subtotal	480	477	99	0.6	A
SB	L	10	8	78	5.5	A
	T	439	436	99	1.8	A
	Subtotal	449	444	99	1.9	A
WB	L	72	73	101	22.9	C
	R	21	23	110	4.6	A
	Subtotal	93	96	103	18.5	C
Total		1,022	1,017	99	2.9	A

Intersection: Main Street & 120 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	59	52	89	4.4	A
	T	494	491	99	1.0	A
	R	2	2	100	0.8	A
	Subtotal	555	545	98	1.3	A
SB	L	6	7	112	3.8	A
	T	488	482	99	0.6	A
	R	18	21	118	0.3	A
	Subtotal	512	510	100	0.6	A
EB	L	7	6	83	15.6	C
	R	14	12	87	5.5	A
	Subtotal	21	18	86	8.9	A
Total		1,088	1,073	99	1.1	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Existing (2025) Background
Time Period: Morning Peak Hour Project #: UT25-3003

Intersection: Main Street & Gravel Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	527	522	99	0.4	A
	R	25	22	89	0.4	A
	Subtotal	552	544	99	0.4	A
SB	L	3	2	67	4.5	A
	T	504	497	99	0.4	A
	Subtotal	507	499	98	0.4	A
WB	L	4	4	94	14.4	B
	R	13	12	94	8.4	A
	Subtotal	17	16	94	9.9	A
Total		1,076	1,059	98	0.5	A

Intersection: Main Street & Mountainville Academy Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	406	398	98	2.9	A
	R	301	307	102	3.0	A
	Subtotal	707	705	100	2.9	A
SB	L	13	12	91	7.8	A
	T	502	494	99	0.8	A
	Subtotal	515	506	98	1.0	A
WB	L	149	152	102	56.5	F
	R	139	138	99	14.3	B
	Subtotal	288	290	101	36.4	E
Total		1,509	1,501	99	8.8	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Existing (2025) Background
Time Period: Afternoon Peak Hour Project #: UT25-3003

Intersection: Main Street & 100 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	462	466	101	1.1	A
	R	105	102	97	1.9	A
	Subtotal	567	568	100	1.2	A
SB	L	10	10	98	11.6	B
	T	465	470	101	2.3	A
	Subtotal	475	480	101	2.5	A
WB	L	89	91	102	72.6	F
	R	35	37	106	23.4	C
	Subtotal	124	128	103	58.4	F
Total		1,166	1,176	101	8.1	A

Intersection: Main Street & 120 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	39	39	100	7.4	A
	T	528	529	100	2.5	A
	R	3	2	62	1.4	A
	Subtotal	570	570	100	2.8	A
SB	L	4	4	94	5.0	A
	T	572	577	101	1.0	A
	R	11	12	109	0.5	A
	Subtotal	587	593	101	1.0	A
EB	L	7	6	89	38.0	E
	R	30	32	107	12.2	B
	Subtotal	37	38	103	16.3	C
WB	L	1	0	0	63.4	F
	T	1	1	100	63.4	F
	Subtotal	2	1	50	63.4	F
Total		1,196	1,202	101	2.4	A

SimTraffic LOS Report

Project:
Analysis Period:
Time Period:

Mountainville Academy Expansion
Existing (2025) Background
Afternoon Peak Hour

Project #: UT25-3003

Intersection: Main Street & Gravel Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	577	577	100	0.9	A
	Subtotal	577	577	100	0.9	A
SB	T	570	574	101	0.3	A
	Subtotal	570	574	101	0.3	A
WB	L	1	2	200	34.4	D
	Subtotal	1	2	200	34.4	D
Total		1,148	1,153	100	0.7	A

Intersection: Main Street & Mountainville Academy Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	519	520	100	2.3	A
	R	63	61	97	2.1	A
SB	L	3	2	73	6.4	A
	T	580	583	101	0.4	A
WB	Subtotal	582	581	100	2.3	A
	Subtotal	583	585	100	0.4	A
WB	L	89	89	100	88.5	F
	R	52	53	103	22.6	C
WB	Subtotal	141	142	101	63.9	F
Total		1,304	1,308	100	8.2	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 1 - Existing (2025) Plus Project
Time Period: Morning Peak Hour **Project #:** UT25-3003

Intersection: Main Street & 100 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	381	378	99	0.5	A
	R	99	95	96	0.3	A
	Subtotal	480	473	99	0.5	A
SB	L	10	7	68	6.4	A
	T	439	437	100	4.9	A
	Subtotal	449	444	99	4.9	A
WB	L	72	74	103	55.0	F
	R	21	24	114	15.2	C
	Subtotal	93	98	105	45.3	E
Total		1,022	1,015	99	6.8	A

Intersection: Main Street & 120 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	59	61	104	3.0	A
	T	494	488	99	0.5	A
	R	2	2	100	0.1	A
	Subtotal	555	551	99	0.8	A
SB	L	6	5	80	4.9	A
	T	488	489	100	2.3	A
	R	18	19	107	1.1	A
	Subtotal	512	513	100	2.3	A
EB	L	7	6	83	14.8	B
	R	14	12	87	20.4	C
	Subtotal	21	18	86	18.5	C
Total		1,088	1,082	99	1.8	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 1 - Existing (2025) Plus Project
Time Period: Morning Peak Hour **Project #:** UT25-3003

Intersection: Main Street & Pre-K Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	527	522	99	0.3	A
	R	25	22	89	0.4	A
	Subtotal	552	544	99	0.3	A
SB	L	3	3	100	4.0	A
	T	504	506	100	0.5	A
	Subtotal	507	509	100	0.5	A
WB	L	4	4	94	19.5	C
	R	13	12	94	22.1	C
	Subtotal	17	16	94	21.5	C
Total		1,076	1,069	99	0.8	A

Intersection: Main Street & Mountainville Academy Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	406	399	98	2.9	A
	R	301	303	101	2.9	A
	Subtotal	707	702	99	2.9	A
SB	L	13	12	91	10.1	B
	T	502	504	100	0.4	A
	Subtotal	515	516	100	0.6	A
WB	L	149	152	102	90.0	F
	R	139	138	99	25.8	D
	Subtotal	288	290	101	59.4	F
Total		1,509	1,508	100	13.0	B

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 1 - Existing (2025) Plus Project
Time Period: Afternoon Peak Hour **Project #:** UT25-3003

Intersection: Main Street & 100 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	432	440	102	0.6	A
	R	105	103	98	0.3	A
	Subtotal	537	543	101	0.5	A
SB	L	10	8	78	7.3	A
	T	465	476	102	3.2	A
	Subtotal	475	484	102	3.3	A
WB	L	89	88	99	58.6	F
	R	35	39	111	10.7	B
	Subtotal	124	127	102	43.9	E
Total		1,136	1,154	102	6.5	A

Intersection: Main Street & 120 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	39	39	101	2.9	A
	T	542	551	102	0.5	A
	R	3	4	133	0.3	A
	Subtotal	584	594	102	0.7	A
SB	L	4	4	94	4.4	A
	T	541	551	102	2.0	A
	R	11	11	102	1.0	A
	Subtotal	556	566	102	2.0	A
EB	L	7	6	83	20.2	C
	R	30	30	99	22.9	C
	Subtotal	37	36	97	22.5	C
WB	L	1	1	100	41.9	E
	T	1	2	200	12.4	B
	Subtotal	2	3	150	22.2	C
Total		1,180	1,199	102	2.0	A

SimTraffic LOS Report

Project: **Mountainville Academy Expansion**
 Analysis Period: **Option 1 - Existing (2025) Plus Project**
 Time Period: **Afternoon Peak Hour** Project #: **UT25-3003**

Intersection: **Main Street & Pre-K Access**
 Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	584	592	101	0.3	A
	Subtotal	584	592	101	0.3	A
SB	T	580	590	102	0.4	A
	Subtotal	580	590	102	0.4	A
WB	L	1	2	160	15.4	C
	Subtotal	1	2	200	15.4	C
Total		1,166	1,184	102	0.4	A

Intersection: **Main Street & Mountainville Academy Access**
 Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	519	524	101	2.0	A
	R	63	65	103	1.3	A
SB	Subtotal	582	589	101	1.9	A
	L	3	2	73	6.4	A
WB	T	583	596	102	0.2	A
	Subtotal	586	598	102	0.2	A
WB	L	89	88	99	41.1	E
	R	51	54	106	13.3	B
	Subtotal	140	142	101	30.5	D
Total		1,308	1,329	102	4.2	A

SimTraffic LOS Report

Project:
Analysis Period:
Time Period:

Mountainville Academy Expansion
Option 2a - Existing (2025) Plus Project
Morning Peak Hour

Project #: **UT25-3003**

Intersection: Main Street & 100 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	281	282	100	0.6	A
	R	99	103	104	0.4	A
	Subtotal	380	385	101	0.5	A
SB	L	10	11	107	4.4	A
	T	439	436	99	2.4	A
	Subtotal	449	447	100	2.4	A
WB	L	72	74	103	22.7	C
	T	5	6	114	0.5	A
	R	31	34	109	4.4	A
	Subtotal	108	114	106	16.1	C
Total		938	946	101	3.3	A

Intersection: Main Street & 120 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	59	61	104	3.3	A
	T	391	397	102	0.7	A
	R	2	2	100	0.0	A
	Subtotal	452	460	102	1.0	A
SB	L	6	6	96	2.4	A
	T	488	487	100	1.2	A
	R	18	18	101	0.7	A
	Subtotal	512	511	100	1.2	A
EB	L	7	7	97	15.4	C
	R	14	15	109	13.5	B
	Subtotal	21	22	105	14.1	B
Total		985	993	101	1.4	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 2a - Existing (2025) Plus Project
Time Period: Morning Peak Hour **Project #:** UT25-3003

Intersection: Main Street & Pre-K Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	443	453	102	0.4	A
	R	25	24	97	0.4	A
	Subtotal	468	477	102	0.4	A
SB	L	3	3	100	5.1	A
	T	504	504	100	0.3	A
	Subtotal	507	507	100	0.3	A
WB	L	4	4	94	19.1	C
	R	13	13	102	19.1	C
	Subtotal	17	17	100	19.1	C
Total		992	1,001	101	0.7	A

Intersection: Main Street & Mountainville Academy Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	406	413	102	2.8	A
	R	301	306	102	3.0	A
	Subtotal	707	719	102	2.9	A
SB	L	13	14	106	7.8	A
	T	502	500	100	1.0	A
	Subtotal	515	514	100	1.2	A
WB	L	149	148	99	79.0	F
	R	39	39	101	21.6	C
	Subtotal	188	187	99	67.0	F
Total		1,409	1,420	101	10.7	B

SimTraffic LOS Report

Project:

Mountainville Academy Expansion

Analysis Period:

Option 2a - Existing (2025) Plus Project

Time Period:

Morning Peak Hour

Project #: UT25-3003

Intersection:

North Exit & 100 South
Unsignalized

Type:

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	42	104	5.1	A
	R	60	58	97	3.6	A
	Subtotal	100	100	100	4.2	A
EB	T	115	119	103	0.2	A
	Subtotal	115	119	103	0.2	A
WB	T	63	65	103	0.2	A
	Subtotal	63	65	103	0.2	A
Total		278	284	102	1.6	A

SimTraffic LOS Report

Project:

Mountainville Academy Expansion

Analysis Period:

Option 2a - Existing (2025) Plus Project (Mitigated)

Time Period:

Morning Peak Hour

Project #: UT25-3003

Intersection:

Main Street & 100 South

Type:

Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	281	281	100	5.4	A
	R	99	102	103	3.6	A
	Subtotal	380	383	101	4.9	A
SB	L	10	11	107	12.1	B
	T	439	434	99	7.6	A
	Subtotal	449	445	99	7.7	A
WB	L	221	219	99	11.5	B
	T	14	17	121	0.9	A
	R	31	31	99	5.1	A
	Subtotal	266	267	100	10.1	A
Total		1,096	1,095	100	7.8	A

Intersection:

Main Street & 120 South

Type:

Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	63	64	102	5.9	A
	T	393	397	101	1.4	A
	R	2	2	100	2.2	A
	Subtotal	458	463	101	2.0	A
SB	L	6	6	96	3.7	A
	T	638	629	99	0.9	A
	R	18	19	107	0.7	A
	Subtotal	662	654	99	0.9	A
EB	L	7	7	97	33.1	D
	R	14	14	102	13.4	B
	Subtotal	21	21	100	20.0	C
Total		1,142	1,138	100	1.8	A

SimTraffic LOS Report

Project:

Mountainville Academy Expansion

Analysis Period:

Option 2a - Existing (2025) Plus Project (Mitigated)

Time Period:

Morning Peak Hour

Project #: UT25-3003

Intersection:

Main Street & Pre-K Access

Type:

Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	443	452	102	1.0	A
	R	25	26	105	1.4	A
	Subtotal	468	478	102	1.0	A
SB	T	662	655	99	0.4	A
	Subtotal	662	655	99	0.4	A
	R	17	16	93	27.0	D
WB	Subtotal	17	16	94	27.0	D
Total		1,147	1,149	100	1.0	A

Intersection:

Main Street & Mountainville Academy Access

Type:

Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	406	415	102	2.8	A
	R	301	299	99	3.1	A
	Subtotal	707	714	101	2.9	A
SB	L	13	11	83	9.4	A
	T	654	645	99	1.0	A
	Subtotal	667	656	98	1.1	A
WB	R	39	40	103	5.5	A
	Subtotal	39	40	103	5.5	A
Total		1,412	1,410	100	2.2	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 2a - Existing (2025) Plus Project (Mitigated)
Time Period: Morning Peak Hour **Project #:** UT25-3003

Intersection: North Exit & 100 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	189	189	100	6.3	A
	R	60	60	100	4.6	A
	Subtotal	249	249	100	5.9	A
EB	T	115	119	103	0.4	A
	Subtotal	115	119	103	0.4	A
WB	T	63	64	102	0.2	A
	Subtotal	63	64	102	0.2	A
Total		427	432	101	3.5	A

SimTraffic LOS Report

Project:

Mountainville Academy Expansion

Analysis Period:

Option 2a - Existing (2025) Plus Project

Time Period:

Afternoon Peak Hour

Project #: UT25-3003

Intersection:

Main Street & 100 South

Type:

Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	472	467	99	0.6	A
	R	65	63	97	0.3	A
	Subtotal	537	530	99	0.6	A
SB	L	10	9	88	8.3	A
	T	485	495	102	3.9	A
	Subtotal	495	504	102	4.0	A
WB	L	89	88	99	59.0	F
	T	8	8	100	15.8	C
	R	65	66	102	13.0	B
	Subtotal	162	162	100	38.1	E
Total		1,194	1,196	100	7.1	A

Intersection:

Main Street & 120 South

Type:

Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	39	39	101	3.2	A
	T	542	538	99	0.6	A
	R	3	3	100	0.9	A
	Subtotal	584	580	99	0.8	A
SB	L	4	5	118	4.7	A
	T	561	569	101	1.9	A
	R	11	11	102	0.8	A
	Subtotal	576	585	102	1.9	A
EB	L	7	6	83	30.9	D
	R	30	34	112	29.7	D
	Subtotal	37	40	108	29.9	D
WB	L	1	0	0		
	T	1	1	100	20.6	C
	Subtotal	2	1	50	20.6	C
Total		1,199	1,206	101	2.3	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 2a - Existing (2025) Plus Project
Time Period: Afternoon Peak Hour **Project #:** UT25-3003

Intersection: Main Street & Pre-K Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	584	576	99	0.4	A
	Subtotal	584	576	99	0.4	A
SB	T	600	613	102	0.4	A
	Subtotal	600	613	102	0.4	A
WB	L	1	2	160	13.5	B
	Subtotal	1	2	200	13.5	B
Total		1,186	1,191	100	0.4	A

Intersection: Main Street & Mountainville Academy Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	519	517	100	2.0	A
	R	93	92	99	1.6	A
	Subtotal	612	609	100	1.9	A
SB	L	3	2	73	8.2	A
	T	603	618	102	0.5	A
	Subtotal	606	620	102	0.5	A
WB	L	89	93	104	65.4	F
	R	51	46	90	9.6	A
	Subtotal	140	139	99	46.9	E
Total		1,358	1,368	101	5.9	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 2a - Existing (2025) Plus Project
Time Period: Afternoon Peak Hour **Project #:** UT25-3003

Intersection: North Exit & 100 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	30	99	7.9	A
	R	40	41	102	5.8	A
	Subtotal	70	71	101	6.7	A
EB	T	79	76	96	0.2	A
	Subtotal	79	76	96	0.2	A
WB	T	124	124	100	1.7	A
	Subtotal	124	124	100	1.7	A
Total		273	271	99	2.6	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 2a - Existing (2025) Plus Project (Mitigated)
Time Period: Afternoon Peak Hour **Project #:** UT25-3003

Intersection: Main Street & 100 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	473	470	99	5.5	A
	R	65	64	99	4.8	A
	Subtotal	538	534	99	5.4	A
SB	L	10	9	88	16.9	B
	T	485	488	101	7.4	A
	Subtotal	495	497	100	7.6	A
WB	L	178	175	98	14.3	B
	T	16	15	95	1.1	A
	R	65	69	107	8.5	A
	Subtotal	259	259	100	12.0	B
Total		1,292	1,290	100	8.2	A

Intersection: Main Street & 120 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	39	38	98	5.9	A
	T	544	543	100	1.4	A
	R	3	3	100	0.4	A
	Subtotal	586	584	100	1.7	A
SB	L	4	3	71	11.4	B
	T	660	656	99	0.9	A
	R	11	14	130	0.5	A
	Subtotal	675	673	100	0.9	A
EB	L	7	6	83	63.3	F
	R	30	30	99	24.6	C
	Subtotal	37	36	97	31.1	D
WB	L	1	1	100	21.0	C
	T	1	2	200	25.6	D
	Subtotal	2	3	150	24.1	C
Total		1,300	1,296	100	2.2	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 2a - Existing (2025) Plus Project (Mitigated)
Time Period: Afternoon Peak Hour **Project #:** UT25-3003

Intersection: Main Street & Pre-K Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	584	582	100	2.2	A
	Subtotal	584	582	100	2.2	A
SB	T	692	688	99	1.1	A
	Subtotal	692	688	99	1.1	A
WB	R	1	1	100	56.5	F
	Subtotal	1	1	100	56.5	F
Total		1,276	1,271	100	1.6	A

Intersection: Main Street & Mountainville Academy Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	519	518	100	2.2	A
	R	93	96	103	1.6	A
SB	Subtotal	612	614	100	2.1	A
	L	3	3	109	4.4	A
WB	T	694	689	99	0.6	A
	Subtotal	697	692	99	0.6	A
WB	R	51	50	98	9.1	A
	Subtotal	51	50	98	9.1	A
Total		1,360	1,356	100	1.6	A

SimTraffic LOS Report

Project:

Mountainville Academy Expansion

Analysis Period:

Option 2a - Existing (2025) Plus Project (Mitigated)

Time Period:

Afternoon Peak Hour

Project #: UT25-3003

Intersection:

North Exit & 100 South

Type:

Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	119	119	100	6.0	A
	R	40	38	96	4.4	A
	Subtotal	159	157	99	5.6	A
EB	T	79	79	100	0.4	A
	Subtotal	79	79	100	0.4	A
WB	T	124	123	99	0.3	A
	Subtotal	124	123	99	0.3	A
Total		362	359	99	2.6	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 2b - Existing (2025) Plus Project
Time Period: Morning Peak Hour **Project #:** UT25-3003

Intersection: Main Street & 100 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	314	314	100	0.3	A
	R	39	37	95	0.1	A
	Subtotal	353	351	99	0.3	A
SB	L	10	9	88	6.4	A
	T	439	451	103	4.0	A
	Subtotal	449	460	102	4.0	A
WB	L	72	67	93	33.9	D
	T	7	8	110	3.6	A
	R	69	77	112	6.3	A
	Subtotal	148	152	103	18.3	C
Total		950	963	101	5.0	A

Intersection: Main Street & 120 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	59	53	90	2.8	A
	T	358	356	99	0.6	A
	R	2	2	100	0.8	A
SB	Subtotal	419	411	98	0.9	A
	L	6	5	80	2.6	A
	T	488	497	102	2.1	A
	R	18	18	101	1.4	A
EB	Subtotal	512	520	102	2.1	A
	L	7	7	97	13.4	B
	R	14	16	116	17.0	C
	Subtotal	21	23	110	15.9	C
Total		952	954	100	1.9	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 2b - Existing (2025) Plus Project
Time Period: Morning Peak Hour **Project #:** UT25-3003

Intersection: Main Street & North Entrance
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	482	479	99	2.0	A
	R	125	124	99	2.5	A
	Subtotal	607	603	99	2.1	A
SB	L	8	8	100	6.3	A
	T	496	508	102	0.4	A
	Subtotal	504	516	102	0.5	A
WB	L	4	4	94	14.3	B
	R	5	4	84	15.5	C
	Subtotal	9	8	89	14.9	B
Total		1,120	1,127	101	1.5	A

Intersection: Main Street & Mountainville Academy Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	506	502	99	3.1	A
	R	201	204	102	2.5	A
	Subtotal	707	706	100	2.9	A
SB	L	8	6	73	6.9	A
	T	502	516	103	0.3	A
	Subtotal	510	522	102	0.4	A
WB	L	149	144	97	125.7	F
	R	20	18	90	43.4	E
	Subtotal	169	162	96	116.6	F
Total		1,385	1,390	100	15.4	C

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 2b - Existing (2025) Plus Project
Time Period: Morning Peak Hour **Project #:** UT25-3003

Intersection: North Exit & 100 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	51	50	99	5.7	A
	R	78	77	99	3.5	A
	Subtotal	129	127	98	4.4	A
EB	T	52	49	95	0.2	A
	Subtotal	52	49	94	0.2	A
WB	T	90	94	104	0.4	A
	Subtotal	90	94	104	0.4	A
Total		270	270	100	2.2	A

SimTraffic LOS Report

Project:
Analysis Period:
Time Period:

Mountainville Academy Expansion
Option 2b - Existing (2025) Plus Project
Afternoon Peak Hour

Project #: **UT25-3003**

Intersection:
Type:

Main Street & 100 South
Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	472	475	101	0.5	A
	R	65	61	94	0.3	A
	Subtotal	537	536	100	0.5	A
SB	L	10	9	88	7.4	A
	T	485	492	101	4.4	A
	Subtotal	495	501	101	4.5	A
WB	L	89	88	99	65.1	F
	T	8	7	88	16.4	C
	R	65	66	102	19.2	C
	Subtotal	162	161	99	44.2	E
Total		1,194	1,198	100	8.1	A

Intersection:
Type:

Main Street & 120 South
Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	39	40	103	3.3	A
	T	542	543	100	0.6	A
	R	3	3	100	0.9	A
	Subtotal	584	586	100	0.8	A
SB	L	4	3	71	5.8	A
	T	561	566	101	2.1	A
	R	11	12	112	0.9	A
	Subtotal	576	581	101	2.1	A
EB	L	7	5	69	20.0	C
	R	30	32	106	25.4	D
	Subtotal	37	37	100	24.7	C
WB	L	1	0	0	17.4	C
	T	1	2	200	17.4	C
	Subtotal	2	2	100	17.4	C
Total		1,199	1,206	101	2.2	A

SimTraffic LOS Report

Project:
Analysis Period:
Time Period:

Mountainville Academy Expansion
Option 2b - Existing (2025) Plus Project
Afternoon Peak Hour

Project #: **UT25-3003**

Intersection:
Type:

Main Street & North Entrance
Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	600	598	100	0.4	A
	R	30	30	99	0.4	A
	Subtotal	630	628	100	0.4	A
SB	T	600	608	101	0.4	A
	Subtotal	600	608	101	0.4	A
WB	L	1	1	80	24.3	C
	Subtotal	1	1	100	24.3	C
Total		1,232	1,237	100	0.4	A

Intersection:
Type:

Main Street & Mountainville Academy Access
Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	549	546	99	2.1	A
	R	63	64	102	1.5	A
	Subtotal	612	610	100	2.0	A
SB	L	3	2	73	9.3	A
	T	603	612	101	0.2	A
	Subtotal	606	614	101	0.2	A
WB	L	89	87	97	66.9	F
	R	51	50	98	18.4	C
	Subtotal	140	137	98	49.2	E
Total		1,358	1,361	100	6.0	A

SimTraffic LOS Report

Project: Mountainville Academy Expansion
Analysis Period: Option 2b - Existing (2025) Plus Project
Time Period: Afternoon Peak Hour **Project #:** UT25-3003

Intersection: North Exit & 100 South
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	30	32	106	15.7	C
	R	40	44	109	14.7	B
	Subtotal	70	76	109	15.1	C
EB	T	79	75	95	0.2	A
	Subtotal	79	75	95	0.2	A
WB	T	124	120	97	11.2	B
	Subtotal	124	120	97	11.2	B
Total		273	271	99	9.3	A

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Mountainville Academy Expansion

Analysis: Existing (2025) Background

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT25-3003

Intersection	NB			SB			EB			WB		
	LTR	R	T	TR	LT	LTR	LR	L	LR	R	L	LR
01: Main Street & 100 South					75				100			50
02: Main Street & 120 South	100											
03: Main Street & Gravel Access					50	50	50	50		50		
04: Main Street & Mountainville Academy Access		50			75			250	200			

SimTraffic Queueing Report

Project: Mountainville Academy Expansion

Analysis: Existing (2025) Background

Time Period: Afternoon Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



innovative transportation solutions

Project #: UT25-3003

Intersection	NB			SB			E			WB		
	LTR	R	T	TR	LT	LTR	LR	L	LR	LTR	R	
01: Main Street & 100 South				75	100							125
02: Main Street & 120 South	150					100	75	225				
03: Main Street & Gravel Access					100							
04: Main Street & Mountainville Academy Access				50			225					175

SimTraffic Queueing Report

Project: Mountainville Academy Expansion
Analysis: Option 1 - Existing (2025) Plus Project

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



innovative transportation solutions

Project #: UT25-3003

Intersection	NB			SB			E			WB		
	LTR	R	T	LT	LTR	LR	L	LR	R	L	LR	R
01: Main Street & 100 South				150				175				75
02: Main Street & 120 South	100				100		50					
03: Main Street & Pre-K Access				50					50			
04: Main Street & Mountainville Academy Access				50			75			300		275

SimTraffic Queueing Report

Project: Mountainville Academy Expansion

Analysis: Option 1 - Existing (2025) Plus Project

Time Period: Afternoon Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT25-3003

Intersection	NB				SB				E				WB			
	LTR	R	T	TR	LT	TR	LR	L	LR	LTR	R	LT	LR	TR	R	
01: Main Street & 100 South					100				175							100
02: Main Street & 120 South						100			75							
03: Main Street & Pre-K Access							50									
04: Main Street & Mountainville Academy Access							50		150			75				

SimTraffic Queueing Report

Project: Mountainville Academy Expansion

Analysis: Option 2a - Existing (2035) Plus Project

Analysis: Option 2a - Existing (2025) Plus Project

Time Period: Afternoon Peak Hour
95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES  **ENGINEERING**
innovative transportation solutions

innovative transportation solutions

Project #: IIT25-3003

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

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SimTraffic Queueing Report

Project: Mountainville Academy Expansion

Analysis: Option 2b - Existing (2025) Plus Project

Analysis: Upturn 2B - Existing (2025) Plus Project

Time Period: Morning Peak Hour

Time Period: Morning Peak Hour
55th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING

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Project #: IIT25-3003

SimTraffic Queueing Report

Project: Mountainville Academy Expansion

Analysis: Option 2b - Existing (2025) Plus Project

Analysis: Optimal ZB - Existing (2023) Project

Time Period: Afternoon Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES

ENGINEERING

innovative transportation solutions

Project #: UT25-3003

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

ALPINE CITY PLANNING COMMISSION MEETING
Alpine City Hall, 20 North Main, Alpine, UT
July 291, 2025

I. GENERAL BUSINESS

A. Welcome and Roll Call: The meeting was called to order at 6:00 p.m. by Alan Macdonald. The following were present and constituted a quorum:

Chair: Alan Macdonald

Commission Members: Troy Slade, Michelle Schirmer, Jeff Davis, John MacKay

Excused: Greg Butterfield, Susan Whittenburg

Staff: Ryan Robinson, Marla Fox

Others:

B. Prayer/Opening Comments: Michelle Schirmer
C. Pledge of Allegiance: John MacKay

II. REPORTS AND PRESENTATIONS

None

III. ACTION ITEMS

A. Review of Proposed Guest House for Newell Whitney located at 747 W Ranch Circle

Ryan Robinson said A proposal has been submitted to construct a guest house on the property located at 747 W Ranch Circle. The property, owned by Newell Whitney, is just over five acres in size. The proposed guest house would be located over 120 feet from the main dwelling, more than 200 feet from the rear property line, with side yard setbacks of 40 feet on the west side and over 216 feet on the east side. These setbacks exceed the minimum requirements established in the Alpine Development Code for a guest house.

The property is within the CR-40,000 zone, where guest houses are permitted through a Conditional Use Permit (CUP). Additional requirements and review criteria for such uses are outlined in Section 3.23.060 of the Alpine Development Code.

City staff have reviewed the application under the standards in Section 3.23 and found that the proposal complies with all applicable requirements. Because guest houses are a conditional use in this zone, the City may impose additional conditions to mitigate any potential detrimental effects of the proposed use.

If the City Council approves this application, City staff and the Building Department will conduct further review for compliance with setbacks, building height, and all applicable building code requirements during the building permit process.

The applicant will have to purchase a half-acre of water and record it to the property.

Ryan Robinson said there is a wooded area where the home would be built. The lots are large and buffered from each other. He said there haven't been any complaints about this application.

1 Troy Slade asked what the rules were for a guest house. Ryan Robinson said the property must be owner
 2 occupied, the home is to be used by a single family, with no commercial use of the home or rentals under
 3 thirty days. Our code does allow for long-term rentals of the guest house.

4 **MOTION:** Planning Commission member Troy Slade moved to recommend approval of the proposed
 5 guest house located at 747 W Ranch Circle.

6

7 Jeff Davis seconded the motion. There were 5 Ayes and 0 Nays (recorded below). The motion passed.

8

Ayes:	Nays:	Excused
Michelle Schirmer		Greg Butterfield
Troy Slade		Susan Whittenburg
Alan Macdonald		
Jeff Davis		
John MacKay		

9

10 **B. Public Hearing: Proposed Material change to Lambert Park: Adding a turnaround and**
11 parking area at the West end of Box Elder Way

12 Ryan Robinson said Jason Thelin and Jessica Smuin, as members of the City Council, has requested the
 13 construction of a turnaround area at the west end of Box Elder Way, located within Lambert Park. This
 14 turnaround would be similar to the one constructed at the east end of Moyle Drive, which is also in
 15 Lambert Park. The purpose of the turnaround is to provide additional parking, finish the road and create a
 16 safe area for vehicles to turn around, preventing them from continuing onto the emergency access road. It
 17 would also support visitors wishing to enjoy features of the park, such as the poppy fields, by allowing
 18 additional parking spaces.

19 The proposed turnaround area may be surfaced with either asphalt (preferred) or gravel and would
 20 accommodate approximately eleven (11) parking spaces. Existing flexible bollards would be relocated to
 21 the end of the new cul-de-sac to discourage non-emergency vehicle access through the park. Snowplow
 22 drivers would continue to plow through this area rather than attempting to plow the entire turnaround.

23 Staff is developing a design that complies with slope requirements outlined in *Alpine Development Code*
 24 *4.07.090 – Road Grades*. Specifically, the slope leading to the cul-de-sac should not exceed 4% (the
 25 current design is approximately 10–11%), and the last 100 feet of the traveled surface should have a slope
 26 not exceeding 3%. The Fire Chief said to just make sure the fire trucks wouldn't high center or have any
 27 issues.

28 According to *Alpine Development Code 3.16.040*, any material changes to city-owned property require a
 29 public hearing before the Planning Commission prior to City Council consideration. The Planning
 30 Commission's role is to hold the public hearing and then make a recommendation to the City Council.
 31 Relevant considerations are outlined in *Section 3.16.090 – Maintenance and Improvements to Public*
 32 *Lands*.

33

1 In September of 2023, the Alpine City Council approved a Conservation Easement and Management Plan
2 regarding Lambert Park. In the Management Plan, a unanimous vote of all members of the City Council is
3 required to allow the addition of a paved parking area. If the parking area is not paved, the Alpine
4 Development Code 3.16.040 requires four (4) positive votes from the City Council to approve a material
5 change to city property.

6

7 CITY CODE REFERENCE

- 8 Alpine Development Code 3.16.090 – Open Space Ordinance
 - 9 ○ All citizen requests for improvements and maintenance of city-owned property must be
10 submitted in writing. These requests require a recommendation from the Planning
11 Commission and approval by the City Council. Each request should include a written or
12 drawn landscape design.

13

14

Approval is based on:

15

- 16 ○ Adherence to general and designated guidelines
- 17 ○ Compliance with city ordinances
- 18 ○ A site visit

19

- 20 • Alpine Development Code 3.16.040 Special Provisions

21

- 22 ○ Land included in these parks shall not be materially changed, improved, altered, disposed of
23 in any manner or used for any other purpose except after a recommendation of the Planning
24 Commission following a public hearing and by a super majority vote of the City Council (4
25 positive votes out of 5 City Council members are required). A material change shall include,
26 but is not limited to, a change to the park's present and essential defining characteristics,
27 creation of or improvement of roadways or parking lots within the park.

28

John MacKay and Troy Slade asked to see on a map where this turnaround would be located.

29

Alan Macdonald asked how this will work with the conservation easement that was recently put in place
30 and said we should look at the relevant language.

31

32

Alan Macdonald opened the Public Hearing.

33 Jason Thelin, City Councilman, said this has been in the budget for a couple of years now. He said this
34 year it was voted unanimously to put it in. He said the road is currently a dead-end road that looks like
35 you should be able to go down it. This new turnaround will define the area and finish it to allow for an
36 area for cars to turn around. The conservation easement allows for modification for parking.

37 Jason Thelin said the issues are grade, can the fire department get in there and turn around. Is the water
38 going to flow correctly. He said this is not intended to be a regular neighborhood cul-de-sac, but just a
39 place to turn around. He said the grade may need an exception.

40 Alan Macdonald said the Planning Commission doesn't have the same authority as the City Council to
41 grant exceptions. He said the grade is outside of the ordinance but said it is not an ordinary cul-de-sac.
42 He said it's a struggle because the Planning Commission looks to see if it meets the ordinance and if it

1 doesn't, they should not approve it. He said he does not see anything in the ordinance that would grant an
2 exception for Planning Commission to apply let alone the City Council.

3 Ryan Robinson said the code states that if the grade is over 3%, the City Council can grant an exception.

4 Jason Thelin asked for ideas from the Planning Commission on the trails that connect into the turnaround
5 area. How will they slope, do they need to be retained by boulders, how can we make them look good,
6 etc.

7 The Planning Commission had a discussion on how to make the motion because of the lack of exceptions
8 in the ordinance.

9 Andrew Young, resident, said this is a tough decision and a simple solution is to kick this back to the City
10 Council to make an exception. He said he knows Jason Thelin and Jessica Smuin really want to stop that
11 road from going through. He said he would have liked to see resident input on this plan because people
12 that live there have different views.

13 Sheryl Dain, resident, said she spends a lot of time in Lambert Park and wants to make sure the ability for
14 all residents will be honored. She said it looked like there would be an impact to some of the walking
15 trails.

16 Alan Macdonald closed the Public Hearing.

17 Alan Macdonald said we need to consider the language of the conservation easement because this
18 requires an exception. He said he believed the language would allow for an encroachment into the park
19 with a 4 person vote for gravel and a 5 person vote for a paved turnaround.

20 John MacKay said he has an issue with paving a small area of Lambert Park. He said it doesn't belong
21 and he doesn't like it.

22 Jeff Davis said he is not in favor of this at all and is confused that we talked quite a bit about the slope
23 which does not meet the requirements. He said we talked about a part of the code which applies to the
24 maintenance of the area, and not the slope. He said he is concerned about the code and what is being
25 proposed. He said he wanted an in-perpetuity easement. He does not support a parking area right in the
26 middle of a walking trail. He said this is out of the way and doesn't make any sense.

27 John MacKay asked if the Planning Commission manages the conservation easement in Lambert Park.
28 Ryan Robinson said no, it is the City Council. John MacKay said we can't make an informed
29 recommendation without more information.

30 Alan Macdonald said this has already been budgeted for at the City Council level. Jason Thelin said Jed
31 Muhlestein put a budget together two years ago but costs have probably gone up some.

32 John MacKay said he would like to see a detailed design, how a retaining wall would look and how do
33 you get a walking trail through the retaining wall.

1 Michelle Schirmer said she doesn't see the reason to ruin trails to have parking next to homes that are not
 2 in the city. She said this doesn't meet the ordinance and would require an exception. She said it would
 3 ruin vegetation and would be used mainly for non-residents who live in the County.

4 Alan Macdonald asked what would be required for fill. Ryan Robinson said it would need to be raised
 5 but said he can't speak to it because he is not the engineer.

6 Troy Slade said he likes the gravel option but not the paved option. He asked if the purpose was for
 7 handicapped parking for the poppies. Jason Thelin said that is a secondary reason. The first reason is to
 8 visually give the road a stop area and a turnaround area to keep people from driving down the road.

9 Jeff Davis said regardless, the road has to be a road that is cleared, plowed, and drivable for emergencies.

10 **MOTION:** Planning Commission member Jeff Davis moved to recommend Denial of the proposed
 11 turnaround at the west end of Box Elder Way in Lambert Park, as presented, finding that the request does
 12 not meet the requirements of Alpine Development Code Section 3.16.090 or the Conservation Easement,
 13 and language was not found in the current ordinance to grades that allows for an exception to cul-de-sac
 14 turnarounds.

15 Michelle Schirmer seconded the motion. There were 4 Ayes and 1 Nays (recorded below). The motion
 16 passed.

<p>17</p>	<p>Ayes: 18 Michelle Schirmer 19 Jeff Davis 20 Alan Macdonald 21 John MacKay</p>	<p>Nays: 22 Troy Slade</p>	<p>Excused: 23 Greg Butterfield 24 Susan Whittenburg</p>
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24 **IV. COMMUNICATIONS**

25 Next Planning Commission meeting will be on August 19, 2025.

26 **V. APPROVAL OF PLANNING COMMISSION MINUTES:** July 1, 2025

27 **MOTION:** Planning Commissioner Jeff Davis moved to approve the minutes for July 1, 2025, as written.

28 Troy Slade seconded the motion. There were 5 Ayes and 0 Nays (recorded below). The motion passed.

<p>33 Ayes: 34 Michelle Schirmer 35 Troy Slade 36 Alan Macdonald 37 Jeff Davis 38 John MacKay</p>	<p>Nays:</p>	<p>Excused: 39 Greg Butterfield 40 Susan Whittenburg</p>
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41 **MOTION:** Planning Commissioner Jeff Davis moved to adjourn the meeting.

42 Michelle Schirmer seconded the motion. There were 5 Ayes and 0 Nays (recorded below). The motion
 43 passed.

1 **Ayes:**
2 Michelle Schirmer
3 Troy Slade
4 Alan Macdonald
5 Jeff Davis
6 John MacKay

Nays:

Excused
Greg Butterfield
Susan Whittenburg

8 The meeting was adjourned at 7:55 p.m.