



ALPINE CITY PLANNING COMMISSION MEETING

NOTICE is hereby given that the **PLANNING COMMISSION** of Alpine City, Utah, will hold a **Public Meeting** on **Tuesday, March 3rd, 2026 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: Greg Butterfield

II. REPORTS AND PRESENTATIONS

- A. None

III. ACTION/DISCUSSION ITEMS:

- A. **Action Item:** Proposed Modification of the Conditional Use Permit for the Friends of the Alpine Library.
- B. **Action Item:** Review a Commercial Business Sign Application for Alpine Physical Therapy.
- C. **Action Item:** Approval of a Conditional Use for a Single-Family Dwelling
- D. **Action Item:** Proposed Five-sided lot submittal.
- E. **Action Item:** Review of Draft Main Street & Gateway Corridor Master Plan: Main Street Design Guidelines

IV. COMMUNICATIONS

V. APPROVAL OF PLANNING COMMISSION MINUTES: February 3rd, 2026

ADJOURN

Chair Alan MacDonald
February 13th, 2026

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: Amendment to Conditional Use Permit Friends of Alpine Library

FOR CONSIDERATION ON: March 3, 2026

PETITIONER: Jen Wadsworth

ACTION REQUESTED BY PETITIONER: Approval of a proposed amendment to an existing Conditional Use Permit (CUP).

REVIEW TYPE: Administrative

BACKGROUND INFORMATION

On November 18, 2025, the Planning Commission approved a Conditional Use Permit for a quasi-public library located at 491 S. Alpine Highway. The following conditions were imposed to mitigate potential detrimental impacts and ensure compliance with applicable City standards.

Approved Motion:

Planning Commission Member John MacKay moved to approve the Conditional Use Permit for the Friends of the Alpine Library, located at 491 S. Alpine Highway, subject to the following conditions to mitigate anticipated impacts and ensure compliance with Alpine Development Code Section 3.23:

1. Hours of operation shall be limited to 10:00 a.m. – 5:00 p.m., Monday through Thursday, and 10:00 a.m. – 3:00 p.m. on Friday, with no operation on weekends during the Burgess Orchards produce stand season. When the orchard is closed, hours may be extended to 10:00 a.m. – 5:00 p.m., Monday through Saturday.
2. A minimum of fourteen (14) parking spaces shall be dedicated exclusively for library patrons during operating hours, with appropriate signage installed. If required parking is not available, operations shall cease until parking becomes available.
3. Non-library events shall be limited to no more than fourteen (14) attendees and must occur during regular operating hours.
4. Fundraising activities shall not occur in the parking lot.
5. ADA-compliant access, entrances, and parking shall be provided prior to occupancy. ADA-compliant restrooms shall be installed within twelve (12) months of opening.
6. The applicant shall coordinate with City staff to evaluate Alpine Highway access for safety and consider a one-way entrance configuration if determined necessary.

During discussion, Commissioner Michelle Schirmer asked whether retail sales within the library would be permitted. Commissioner Greg Butterfield indicated that limited incidental sales, such as artwork or similar items, would not create significant concern.

Commissioner Jeff Davis seconded the motion. The motion passed with five (5) votes in favor and one (1) opposed.

The Friends of Alpine Library are now requesting amendments to the approved conditions (see attached materials).

GENERAL PLAN REFERENCE

- *Country Residential (CR-40,000):*
This designation applies to areas generally located around the periphery of the City center that are appropriate for low-density residential development. These areas are intended to preserve the rural character and open space image of Alpine City.
-

CITY CODE REFERENCE

- Alpine Development Code 3.01.110 Definitions
 - Alpine Development Code 3.04.030 CR-40,000 Zone Conditional Uses
 - Alpine Development Code 3.23 Conditional Uses
-

PUBLIC NOTICE

A Conditional Use Permit amendment does not require a public hearing pursuant to Alpine City Code and applicable State of Utah law.

STAFF RECOMMENDATION

Conditional Use Permits may be amended when necessary to mitigate potential detrimental impacts while allowing reasonable use of the property.

Staff recommends further discussion regarding the ADA compliance condition to ensure clarity and enforceability. Staff suggests establishing a specific compliance deadline, such as completion by December 31, 2026, to improve tracking and enforcement.

SUGGESTED MOTIONS

Motion to Approve

I move to approve the amendment to the Conditional Use Permit for the Friends of Alpine Library, located at 491 S. Alpine Highway, based on the findings that the proposed amendment continues to comply with Alpine Development Code Section 3.23 and will not create detrimental impacts to surrounding properties.

Motion to Approve with Conditions

I move to approve the amendment to the Conditional Use Permit for the Friends of Alpine Library, located at 491 S. Alpine Highway, subject to the following conditions:

1. All previously approved CUP conditions shall remain in effect unless specifically modified by this approval.
2. ADA-compliant standards shall be installed no later than December 31, 2026.
3. The applicant shall comply with all applicable Alpine Development Code requirements and staff recommendations.

Motion to Table

I move to table the amendment request for the Conditional Use Permit for the Friends of Alpine Library to a future Planning Commission meeting in order to allow additional review.

Motion to Deny

I move to deny the amendment to the Conditional Use Permit for the Friends of Alpine Library, located at 491 S. Alpine Highway, based on findings that the proposed amendment does not adequately mitigate potential detrimental impacts and does not meet the intent of Alpine Development Code Section 3.23.

Conditional Use Permit

John McCay: moved to approve the Conditional Use Permit for the Friends of the Alpine City Library, located at 491 S. Alpine Highway, with the following conditions to mitigate anticipated impacts and ensure compliance with Alpine Development Code Section 3.23:

1. Hours of operation shall be limited to 10:00 a.m. – 5:00 p.m., Monday through Thursday, and 10:00 a.m.-3:00 p.m. on Friday, with no operation on weekends during the Burgess Orchards produce stand season. When the orchard is closed, hours shall be extended to 10-5 Monday through Saturday.
2. A minimum of 14 parking spaces shall be [~~dedicated for library patrons only~~][available for library patrons](#) during hours of operation[~~, -with appropriate signage installed.- If parking is not available, hours of operation shall be discontinued.~~]. [Should a conflict arise where adequate parking is not available, the applicant shall discontinue hours of operation.](#)
- 3.[~~Non-library operating events shall be limited to no more than 14 attendees and held during regular operating hours.~~][The applicant shall regrade the entrance on Alpine Highway to mitigate unsafe egress and entrance from main street.](#)
4. No fundraiser activities may occur in the parking lot.
5. ADA-compliant [~~access, entrances, and~~] parking shall be provided prior to occupancy. ADA access and restrooms [~~installed~~] [shall be made available](#) within 12 months of opening.
- 6.~~The applicant shall coordinate with City staff to evaluate the Alpine Highway access for safety and consider a one-way entrance if required.~~

ALPINE CITY PLANNING COMMISSION AGENDA

SUBJECT: Commercial Building Sign Application Alpine Physical Therapy

FOR CONSIDERATION ON: March 3, 2026

PETITIONER: Alpine Physical Therapy

ACTION REQUESTED BY PETITIONER: Approval of a Commercial Building Sign Application

REVIEW TYPE: Administrative

BACKGROUND INFORMATION

Alpine Physical Therapy has submitted an application for a commercial building sign located at 235 S. Main Street. The proposed sign will be installed on the south side of the building and will total 30.48 square feet, occupying less than 15% of the building façade on which it is mounted.

The sign is proposed as non-illuminated, individually routed lettering, constructed of ½-inch solid aluminum with a vertical brushed finish and stud-mounted installation.

Staff has reviewed the application and finds that, as proposed, it meets the applicable provisions of the Alpine City Code, specifically Alpine Development Code (ADC) Section 3.25.080, which establishes the following standards:

- Signs shall be painted on, attached to, or erected on the building that houses the business or on the property occupied by the business. A maximum of one (1) sign is permitted per business.
- Internally illuminated signs that project light outward through the sign face are prohibited. Signs may include lighting positioned behind the sign to create a halo or outline effect.
- Sign illumination shall not increase ambient lighting conditions by more than 3.3 lumens when measured perpendicular to the sign face at the distance specified in City Code.
- All building-mounted signs must receive City approval to ensure compliance with applicable building and electrical codes.
- The total area of all signs on any building façade shall not exceed fifteen percent (15%) or sixty (60) square feet of the building side on which the sign is displayed, whichever is less.
- The area of a sign shall be measured as the overall background area. Signs without a background (such as individual letters or numbers) shall be calculated as though attached to a background depicted in the application rendering.
- The color, size, number, lighting, and placement of business signs are subject to Planning Commission approval and must be consistent with the Gateway Historic District Design Guidelines.

The Planning Commission is responsible for reviewing the proposed sign's color, size, number, lighting, and placement to ensure consistency with the Gateway Historic District guidelines and compatibility with the surrounding area.

CITY CODE REFERENCE

- Alpine Development Code 3.25.080 – Signs
-

STAFF RECOMMENDATION

Staff recommends that the Planning Commission review the proposed sign for Alpine Physical Therapy for compliance with Alpine Development Code standards and the Gateway Historic District Design Guidelines. If the Planning Commission finds the proposal meets these standards, staff recommends approval.

SUGGESTION MOTION

Motion to Approve

I move to approve the Commercial Building Sign Application for Alpine Physical Therapy, located at 235 S. Main Street, finding that the proposed sign complies with Alpine Development Code Section 3.25.080 and is consistent with the Gateway Historic District Design Guidelines.

Motion to Approve with Conditions

I move to approve the Commercial Building Sign Application for Alpine Physical Therapy, located at 235 S. Main Street, subject to the following conditions:

*Insert Conditions

Motion to Table

I move to table the Commercial Building Sign Application for Alpine Physical Therapy, located at 235 S. Main Street, to a future Planning Commission meeting to allow the applicant to provide additional information.

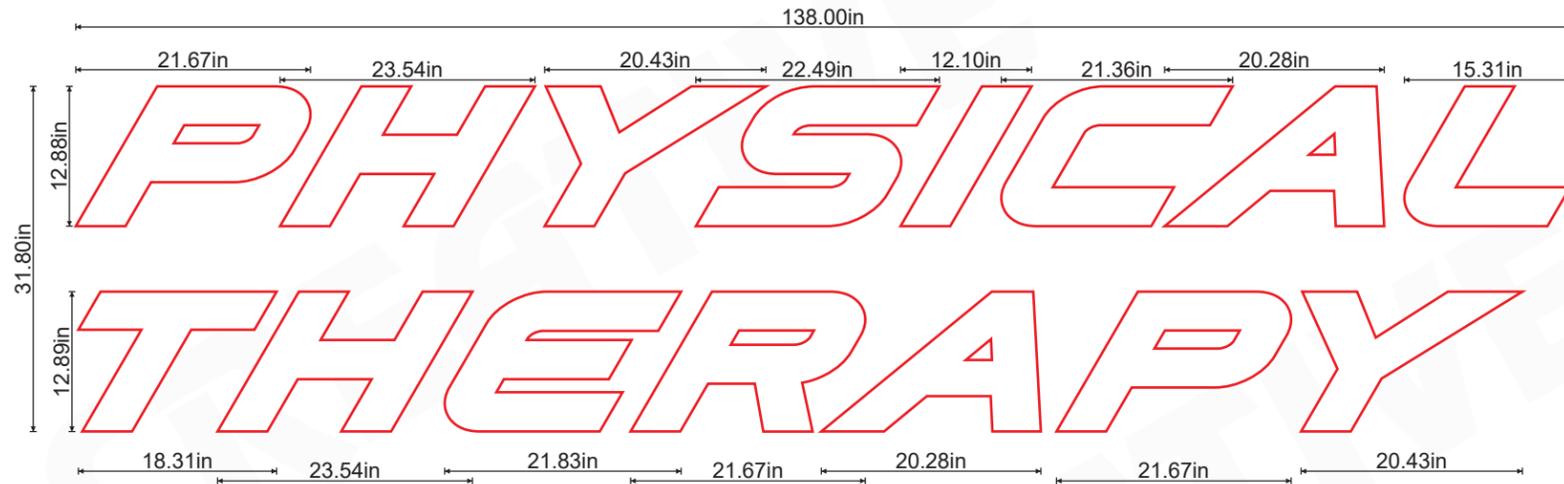
Motion to Deny

I move to deny the Commercial Building Sign Application for Alpine Physical Therapy, located at 235 S. Main Street, based on findings that the proposed sign does not comply with Alpine Development Code Section 3.25.080 and/or is inconsistent with the Gateway Historic District Design Guidelines.

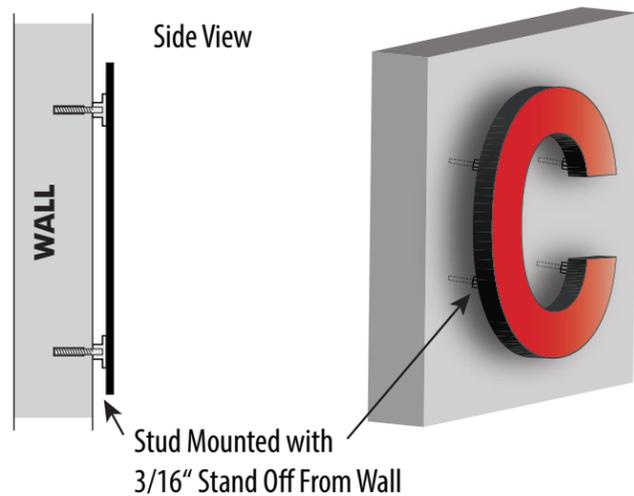
30254-Brushed Silver Dimensional Letters for Alpine Fitness

SPECIFICATIONS FOR FABRICATION AND INSTALLATION:

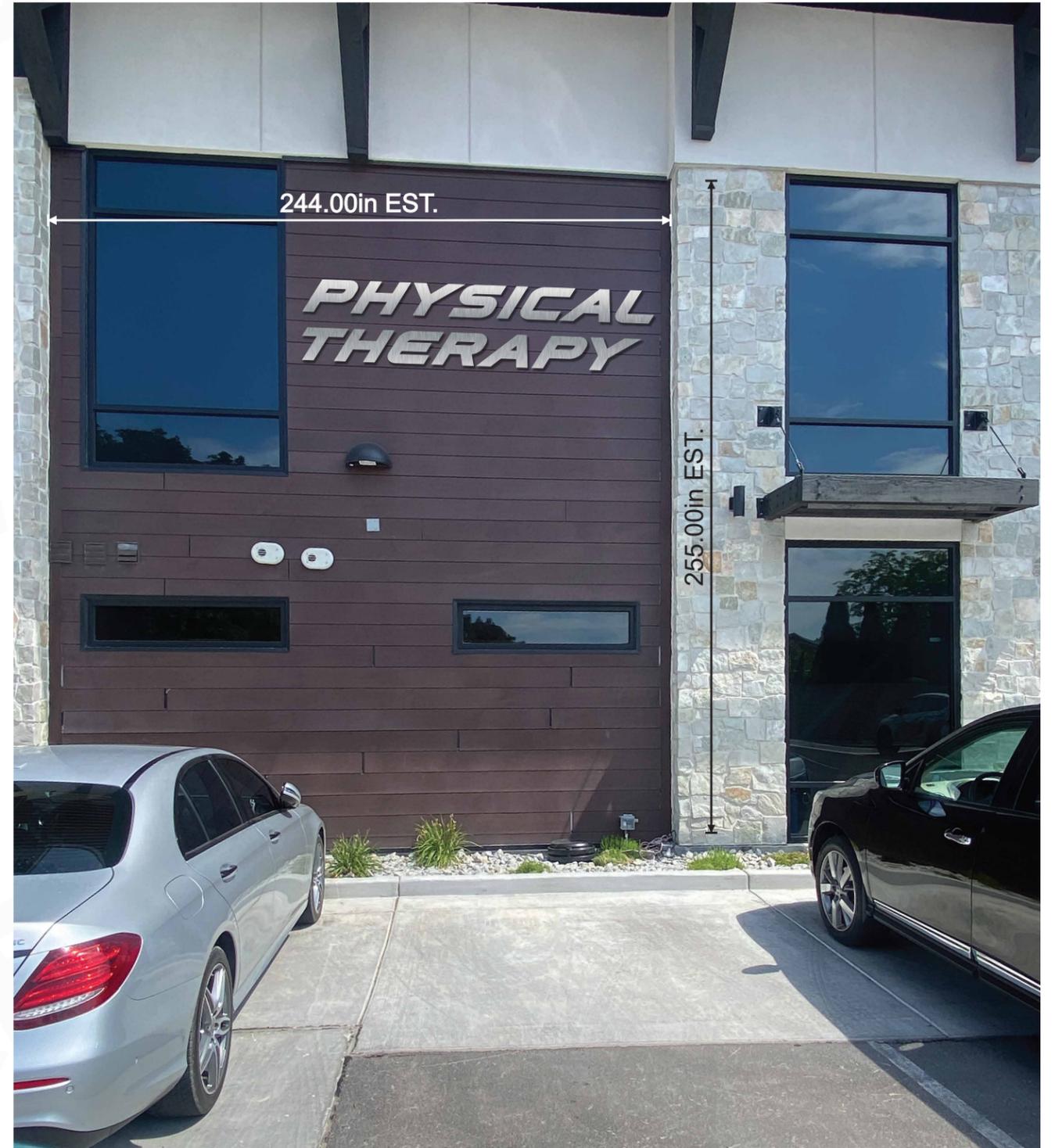
- Non-Illuminated Individually Routed Lettering
- 1/2" Solid Aluminum with Vertical Brushed Finish
- Stud Mounted



Mounting Diagram:



- Building Section Estimated Area Square Footage: 432.08 Sq. Ft. Est.
- Sign Square Footage: 30.48 Sq. Ft.
- Sign Estimated Height From Ground: 15' - 2.51" Est.
- Sign % of Building Section Estimated Area: 7.05 % Est.



ALPINE CITY PLANNING COMMISSION AGENDA

SUBJECT: Action Item - Approval of a Conditional Use for a Single-Family Dwelling

FOR CONSIDERATION ON: March 3, 2026

PETITIONER: Nuno Battaglia

ACTION REQUESTED BY PETITIONER: Recommend approval of a conditional use for a single-family dwelling in the CE-5 zone.

REVIEW TYPE: Legislative

BACKGROUND INFORMATION:

The Battaglia family is under contract to purchase the property at 1873 N. Fort Canyon Road. Their plan is to demolish the existing home on the property and to reconstruct a new home. Upon first review and as written in the initial staff report, it appeared that Alpine Development Code 3.22.070 applied to this proposal. This section states that a non-conforming building may be reconstructed on a lot, subject to prior approval of the City Council, after recommendation from Planning Commission and compliance with several conditions. Upon initial review, it appeared that the existing home was non-conforming due to the property being 1.29-acres in size in the CE-5 zone. Over the weekend this item received further legal review. The outcome was that the CE-5 zone was likely intended to have a 5-acre minimum, except as approved for a Planned Residential Development (PRD). However, Section 3.05.040 reads as follows:

“There shall be no minimum area or width requirements except as may be set forth on the final plat of a Planned Residential Development.”

The property in question is not part of a PRD and is not included in a subdivision plat. With there being no minimum lot size requirement, the property is a legal parcel, not a legal non-conforming parcel. Planning Commission and City Council approval of the residence is therefore not required. Compare DCA 3.22.070.

Conditional Use: Single-family dwellings in the CE-5 zone are listed as a conditional use. It appears that since the existing home would be demolished and a new home built, that a conditional use permit would be required. As per Section 3.23.070 of the Development Code, the Planning Commission is the land use authority for granting a conditional use permit for a single-family dwelling. As per this section of code, the approval process and items to consider are as follows:

The designated land use authority may approve, approve with conditions, or reject the permit as set forth:

- 1. A conditional use shall be approved if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed use in accordance with applicable standards.*
- 2. If the reasonably anticipated detrimental effects of a proposed conditional use cannot be substantially mitigated by the proposal or the imposition of reasonable conditions to achieve compliance with applicable standards, the conditional use may be denied.*

3. *With each decision to approve or deny a conditional use permit, the designated land use authority shall include a written explanation of their decision.*

Staff recommend that the Planning Commission, as the land use authority, consider approval of a conditional use permit for a single-family dwelling at 1873 N. Fort Canyon Road.

GENERAL PLAN REFERENCE:

- N/A

CITY CODE REFERENCE:

- Alpine Development Code 3.23.070: Approval Process (Conditional Uses)

PUBLIC NOTICE:

This item does not require a public hearing but will be posted as an agenda item on the Planning Commission and City Council agendas, where applicable.

STAFF RECOMMENDATION:

Staff recommend that the Planning Commission consider approval of a conditional use permit for the construction of a single-family dwelling at 1873 N. Fort Canyon Road.

Motion to Approve:

I move that a conditional use permit be approved for the construction of a single-family dwelling at 1873 N. Fort Canyon Road.

Motion to Approve with Conditions:

I move that a conditional use permit be approved for the construction of a single-family dwelling at 1873 N. Fort Canyon Road, subject to the following conditions:

*Insert Proposed Conditions

Motion to Table:

I move to table consideration for approval of a conditional use permit for the construction of a single-family dwelling at 1873 N. Fort Canyon Road to a future meeting in order to allow additional time for revisions and/or additional information, including:

*Insert additional information needed.

Motion to Deny:

I move to recommend denial of the proposed based on the following findings:

*Insert findings



Three Falls
Ranch Trailhead

N Three Fls Wy

Fort Canyon Rd

1800 N

1800 N

Fort Canyon Rd

ALPINE CITY PLANNING COMMISSION AGENDA

SUBJECT: Consideration for Approval of 5-Sided Lot – 1147 E. East Mountain Drive

FOR CONSIDERATION ON: March 3, 2026

PETITIONER: Marty White

ACTION REQUESTED BY PETITIONER: Recommend approval of an exception for a lot with five sides.

REVIEW TYPE: Legislative

BACKGROUND INFORMATION:

An application has been received to combine lot 1 of the Thelin Estates Plat A subdivision (Serial No. 53:281:0001) with parcel no. 11:054:0464. There is an existing home on lot 1, while the odd shaped parcel to the west is a legal parcel. A plat amendment has been provided to combine the two properties.

Alpine Development Code definitions, Section 3.01.110, a Lot is defined as follows:

***LOT.** A tract of land regardless of any label, that is created by and shown on a subdivision plat that has been recorded in the Office of the County Recorder. Lots shall be generally rectangular in nature, and shall have no more than five sides without an exception being recommended by the Planning Commission and approved by the City Council; the front of a property, located at the front right of way, does not count against this requirement.*

As situated today, lot 1 has four sides, but when combined with the odd shaped parcel to the west, it would have more than five sides. City staff has reviewed the plat amendment and has given conditional approval, subject to the recommendation by the Planning Commission and approval by the City Council of the lot having more than five sides.

GENERAL PLAN REFERENCE:

- N/A

CITY CODE REFERENCE:

- Alpine Development Code 3.01.110 (definition of a lot)

PUBLIC NOTICE:

This item does not require a public hearing but will be posted as an agenda item on the Planning Commission and City Council agendas.

STAFF RECOMMENDATION:

While the approval of the plat amendment combining the lot and parcel is a administrative approval, the approval for a lot with more than five sides requires a legislative action. Staff recommends that the Planning Commission consider a recommendation to allow the five sided lot.

Motion to Approve:

I move to recommend approval of the five sided lot associated with the proposed Thelin Estates Plat B plat amendment.

Motion to Approve with Conditions:

I move to recommend approval of the five sided lot associated with the proposed Thelin Estates Plat B plat amendment, subject to the following conditions:

*Insert Proposed Conditions

Motion to Table:

I move to table consideration of the five sided lot associated with the proposed Thelin Estates Plat B plat amendment to a future meeting in order to allow additional time for revisions and/or additional information, including:

*Insert additional information needed.

Motion to Deny:

I move to recommend denial of the proposed five sided lot based on the following findings:

*Insert findings

ALPINE CITY PLANNING COMMISSION AGENDA

SUBJECT: Proposed Main Street & Gateway Corridor Master Plan Draft

FOR CONSIDERATION ON: March 3rd, 2026

PETITIONER: City Staff

ACTION REQUESTED BY PETITIONER: Review Proposed Draft.

Review Type: Legislative

BACKGROUND INFORMATION:

The Alpine City Main Street and Gateway Corridors Small Area Plan provides a long-term framework to guide land use, transportation, urban design, and redevelopment along Main Street and the City's primary gateway corridors. The plan focuses on improving traffic safety, multimodal mobility, and public spaces while preserving Alpine's small-town character and supporting thoughtful economic development.

The Planning Commission has decided to break the plan into sections and provide comments/feedback instead of reviewing the entire plan at once. Another public hearing will be held once the chapters pertaining to the Planning Commission have been reviewed before a recommendation is made to the City Council. The section that will be reviewed at this time has to do with the Traffic Management portion of the document.

Pages 65–87 of the Main Street Master Plan introduce updated Design Guidelines intended to replace the existing Gateway Historic Design Standards and provide a clearer framework for future development along Alpine's Main Street. The updated Guidelines expand upon prior standards by reinforcing Alpine's (hoped for) historic character while introducing a more comprehensive urban design approach that supports a walkable, pedestrian-oriented town center.

They emphasize preservation of traditional building forms, materials, and architectural features while ensuring new development remains compatible with the historic context and contributes to a human-scaled public realm. Guided by the Main Street and Gateway Corridors Small Area Plan, the Guidelines move beyond preservation alone to incorporate multimodal, mixed-use design principles and establish measurable form-based standards such as setbacks, build-to lines, articulation requirements, and parking placement.

The Guidelines are intended to clearly define Alpine's City Main Street character, provide predictable expectations for property owners and developers, and serve as a tool to achieve high-quality development outcomes that protect community investment, enhance property values, and maintain the unique identity of the historic town centers.

GENERAL PLAN REFERENCE:

- *Encourage and maintain a safe, convenient and inviting atmosphere for pedestrians within commercial areas by applying the Gateway Historic District Design Guidelines. (Policy 1.4 page 5)*
- *Preserve and beautify the three gateways into the City so that it is clear that you are entering Alpine. (Policy 1.5 page 5)*

- *Land zoned as B-C (Business Commercial) shall consist of professional office, retail and other commercial uses serving the community and situated within an environment which is safe and aesthetically pleasing. Limited residential shall be permitted as set forth in the Alpine City Development Code. (Policy 2.2 Page 7)*
- *Land zoned as TR-10,000 (Town Residential – 10,000 square foot minimum lot size) shall include the area generally located within the originally settled town center of Alpine that is considered appropriate for higher density residential development. (Policy 2.3 page 7)*
- *Land zoned as CR-20,000 (Country Residential – 20,000 square foot minimum lot size) shall include, but is not exclusive to, traditional agricultural land and land located at a lower elevation that is considered appropriate for medium density residential development. These areas should provide for the perpetuation of the rural and open space image of the City. (Policy 2.4 page 7)*
- *Land zoned as CR-40,000 (Country Residential – 40,000 square foot minimum lot size) shall include, but is not exclusive to, land generally located around the periphery of the City center considered appropriate for low density residential development. These areas should provide for the perpetuation of the rural and open space image of the City. (Policy 2.5 page 7)*
- *The Gateway Historic District Overlay Zone should maintain a high character of community development by regulating the exterior architecture characteristics of structures that are developed in the center of Alpine City (See Gateway Historic District Design Guidelines). (Policy 3.1 page 9)*
- *Promote safe and efficient traffic circulation by following the Street Master Plan. Pedestrian safety shall also be a key focus of the traffic circulation plan. (Policy 1.1 page 12)*
- *Promote the use of roundabouts or other traffic flow options to prevent the need for stop lights therefore maintaining the historic small-town rural atmosphere. (Policy 1.5 page 12)*
- *Seek to attract stable retail businesses that will stimulate economic growth and attract other likeminded businesses to the community. (Policy 1.2 page 28)*
- *Seek to attract new low-impact businesses that fit the character and scale of Alpine City. (Policy 1.3 page 28)*

CITY CODE REFERENCE:

- Alpine Development Code 3.07 Business Commercial Zone
- Alpine Development Code 3.02 TR-10,000 Zone
- Alpine Development Code 3.03 CR-20,000 Zone
- Alpine Development Code 3.04 CR-40,000 Zone

PUBLIC NOTICE:

This item has been scheduled for a public hearing to take place at a future time.

STAFF RECOMMENDATION:

Staff recommends that the Planning Commission review the proposed draft of the Main Street & Gateway Corridor Master Plan and provide any desired edits or feedback through a formal motion.

Staff anticipates incorporating the Planning Commission's comments and recommends tabling the item, if necessary, to allow time for staff and the consultant team to make revisions. If the Planning Commission determines that any requested changes are minor, the Commission may recommend approval of the plan to the City Council with those changes noted.



ALPINE CITY MAIN STREET AND GATEWAY CORRIDORS SMALL AREA PLAN

November 2025



ACKNOWLEDGEMENT

PREPARED FOR

Alpine City Mountainland Association of Governments

ALPINE CITY

Ryan Robinson, Assistant City Administrator/ Planning and Zoning

MOUNTAINLAND ASSOCIATIONS OF GOVERNMENTS

Daniel Wayne

ALPINE CITY COUNCIL

Carla Merrill, Mayor

Chrissy Hannemann, Council Member

Jessica Smuin, Council Member

Brent Rummler, Council Member

Andy Spencer, Alpine Resident

PREPARED BY

DESIGN WORKSHOP

Chris Geddes, Principal-in-Charge

Marianne Stuck, Project Manager

Aishwarya Parab, Planner

Christian Weber, Market Analysis

OPTICOS DESIGN

Drew Finke

Stefan Pellegrini

TRAFFIC ENGINEERING

Michael Moule

TABLE OF CONTENTS



A VISION FOR ALPINE CITY'S GATEWAY CORRIDORS	1
Project Overview.....	2
Purpose of the Plan	3
Project Process	4
ALPINE CITY GATEWAY CORRIDORS TODAY.....	13
Existing Conditions.....	14
ALPINE CITY MAIN STREET AND GATEWAY CORRIDORS SMALL AREA PLAN	23
LAND ACQUISITION POLICY.....	37
IMPLEMENTATION MATRIX.....	43
TRAFFIC MANAGEMENT PLAN	47
ALPINE CITY HISTORIC MAIN STREET DESIGN GUIDELINES.....	65
About the Design Guidelines Update.....	66
Design Guidelines Matrix	68
APPENDIX A - MARKET ANALYSIS MEMO	88
APPENDIX B - DESIGN GUIDELINES REVIEW MEMO	89
APPENDIX C - COMMUNITY PRIORITIES MEMO	90

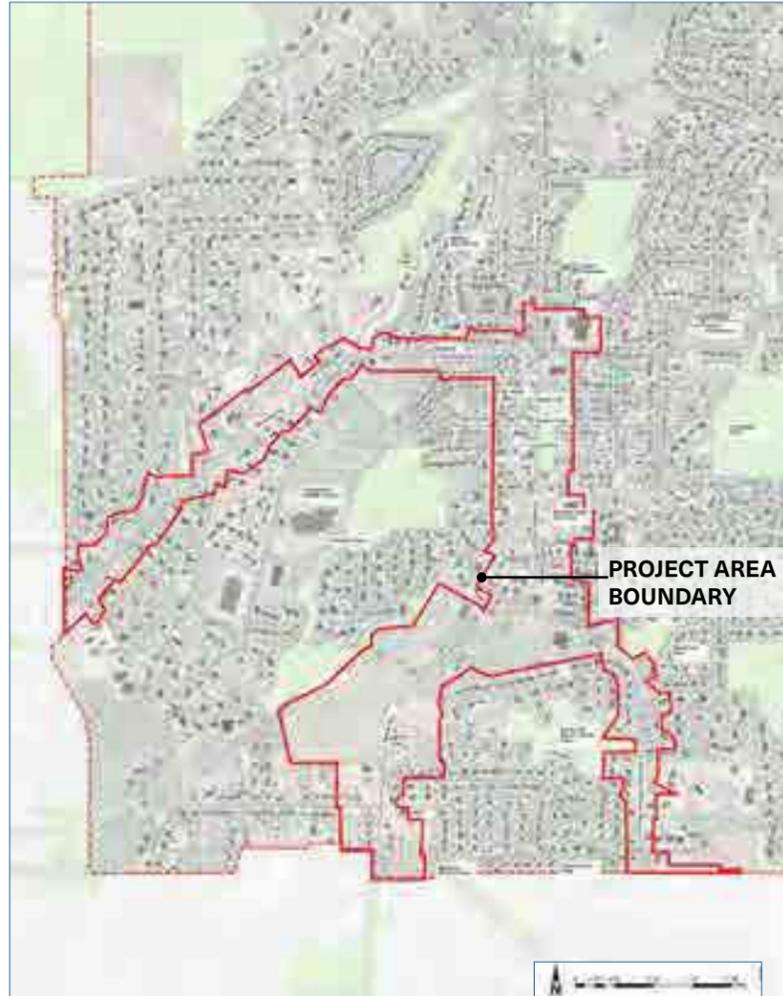


Aerial View of Alpine City

A VISION FOR ALPINE CITY'S GATEWAY CORRIDORS

PROJECT OVERVIEW

The Alpine City Gateway Corridors Small Area Plan enhances three primary gateways to the city, along with the Main Street and downtown districts, to strengthen accessibility, design quality, and community character. The plan integrates revisions to the Historic District Design Guidelines, aligning them with current urban design goals and development needs within the Business Commercial zone. With a multidisciplinary team, this effort includes a comprehensive review and update of design standards and zoning recommendations to support cohesive growth, preservation, and revitalization in these key areas of the City, while addressing traffic management and mobility. The plan establishes a unified framework to guide development, improve connectivity, and reinforce the city's distinctive identity.



PROJECT VISION

This project creates a community-driven plan for Alpine City's Downtown and Gateway Corridors, enhances the existing Historic Downtown Gateway Design Guidelines, and provides a framework to guide growth and development. A key focus involves establishing a safe, multi-modal transportation network that emphasizes pedestrian and cyclist-friendly infrastructure.

INTRODUCTION

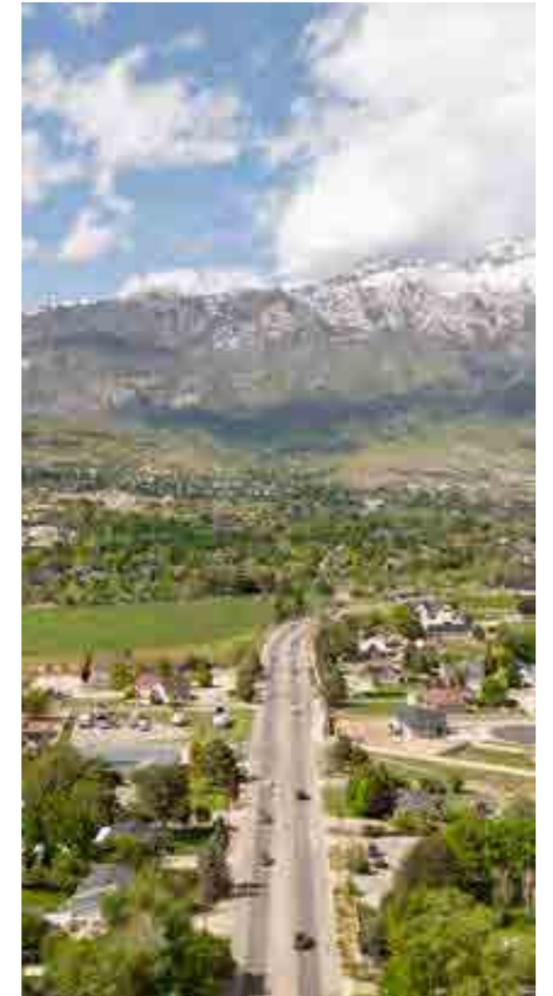
Alpine City is a small, picturesque community located in northern Utah County, nestled at the foot of the Wasatch Mountains. Characterized by its scenic natural setting and proximity to major recreational destinations like American Fork Canyon, Tibble Fork Reservoir, and the Lone Peak Wilderness, Alpine City offers residents immediate access to hiking, biking, and outdoor activities while maintaining a distinctly rural and small-town atmosphere. The city is located roughly 30 miles south of Salt Lake City, providing convenient access to the broader Wasatch Front metro area, yet Alpine retains a close-knit, family-oriented community identity with a strong focus on historic preservation, local agriculture, and an active outdoor lifestyle. The Main Street area and Gateway Corridors embody Alpine's commitment to a walkable, connected downtown that blends historic character with thoughtful, community-driven growth. As a primarily residential city with limited commercial corridors, Alpine places a high value on maintaining its distinct image and village-like charm amidst measured, planned development.

PURPOSE OF THE PLAN

PURPOSE

The plan provides a comprehensive framework for the growth and development of Alpine City's Main Street and Gateway Corridors, integrating community vision to balance historic preservation, economic vitality, and quality of life. It addresses land use, transportation, housing—including missing middle options—and economic strategies to create a vibrant, accessible, and sustainable downtown and gateways.

Aligned with this overarching vision, the updated Design Guidelines will provide clear, actionable standards rooted in best practices to guide development within the Business Commercial zone. The guidelines clarify language by incorporating dimensional standards to enhance usability and user-friendliness, and introduce graphics that effectively communicate the intended character and desired outcomes. Preservation of the historic character is supported through thoughtful modifications to requirements such as setbacks and parking lot standards.



PLAN ELEMENTS



ENHANCEMENT OF HISTORIC CHARACTER

The plan updates and expands the existing Historic Downtown Gateway Design Guidelines, to preserve and enhance the area's historic character while supporting appropriate development.



ECONOMIC DEVELOPMENT

The plan incorporates a Main Street economic opportunity assessment, aiming to stimulate economic growth and vitality in the downtown area.



HOUSING STRATEGY

The plan develops a housing strategy that addresses diverse housing needs and promotes a range of housing options within the area.



TRANSPORTATION IMPROVEMENTS

The plan establishes a safe, multi-modal transportation network with a strong emphasis on pedestrian and cyclist-friendly infrastructure, supporting a walkable and accessible downtown environment.

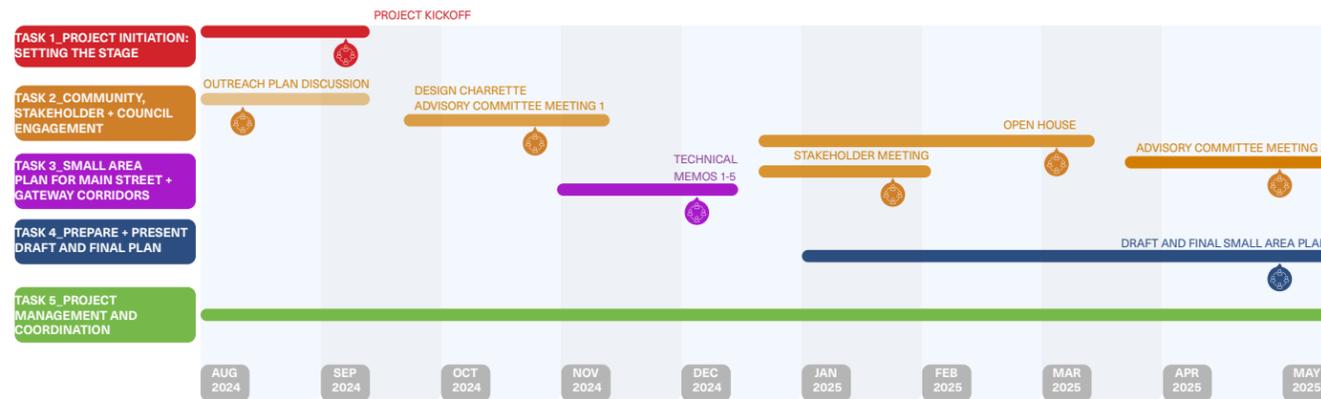
PROJECT PROCESS

OVERALL PROCESS

The Alpine City Gateway Corridors Small Area Plan development actively engaged the Alpine City community through diverse, inclusive methods such as a hands-on Workshop, focus group meetings, site visits, and two Open Houses. The community first gathered at a Design Charrette, providing broad input on key topics, including transportation, public spaces, and growth, fostering meaningful participation and dialogue.

The Workshop refined feedback and built consensus around the vision for Main Street and the Gateway Corridors. This iterative, transparent process ensured that community values and priorities directly shaped the plan, strengthened stakeholder ownership, and enabled equitable, informed decision-making.

TIMELINE



The Alpine City planning process engaged residents and stakeholders through a series of focused events. It began with a two-day Design Charrette, held as part of Workshop 1 on November 14th–15th, continued with a dedicated Stakeholder Meeting on January 30th, and culminated in an Open House on March 12th. Each milestone fostered hands-on collaboration, transparent dialogue, and direct community feedback to guide future planning, ensuring that the outcomes reflect Alpine’s priorities and distinct character.



WORKSHOP 1 STAKEHOLDERS AND TECHNICAL ADVISORY COMMITTEE MEMBERS BREAKOUT SESSIONS: MAIN STREET AND CORRIDORS

- 1 TRANSPORTATION AND MOBILITY
- 2 CATALYTIC SITES AND HOUSING
- 3 LAND USE AND DEVELOPMENT OPPORTUNITIES
- 4 PLACEMAKING AND PUBLIC SPACE DESIGN

WORKSHOP 1: ASSESS COMMUNITY PRIORITIES

Workshop 1 was a two-day, in-person Design Charrette held in November 2024 that actively engaged the Alpine City community in the visioning process for the Alpine City Gateway Corridors Small Area Plan. It promoted broad participation through meetings, presentations and Open House with the design team.

Day 1 featured Stakeholder and Technical Committee focus group meetings, a walking tour, and an evening community Open House. Existing conditions and initial concept ideas were presented, and interactive visioning exercises helped establish design goals and priorities. Day 2 involved developing design concepts and gathering community feedback through a mid-point pinup, and a closing presentation. The team collaboratively produced preliminary urban design, placemaking, and multi modal transportation frameworks and illustrative plans which were refined based on community input.

Active listening and robust participation revealed diverse opinions and helped identify shared community values. Guided exercises addressed challenges and aspirations related to transportation, public spaces, catalyst sites, and growth. Multiple feedback loops allowed iterative revisions to build consensus. All outcomes were compiled into a Community Priorities Memo summarizing key findings and values.

This process followed best practices for charrettes, which included intensive, collaborative workshops that unite stakeholders, experts, and community members to rapidly co-create design solutions through cycles of proposing, listening, and refining. It enhanced community trust, helped visualize complex issues, and translated ideas into actionable plans efficiently and inclusively.

In summary, Workshop 1 combined structured stakeholder engagement and public participation through hands-on design activities and iterative feedback, resulting in a shared community vision and initial design frameworks for the Alpine City Gateway Corridors Small Area Plan.

KEY TAKEAWAYS:

Workshop 1 focused on four key areas to understand community values and priorities for the Alpine City Gateway Corridors Small Area Plan. Stakeholders participated in the following breakout sessions and gave feedback on the following key areas: Transportation and Mobility, Catalytic Sites and Housing, Land Use and Development Opportunities, and Placemaking & Public Space Design. Interactive mapping and prioritization activities highlighted a strong community preference for focusing development in the southwest Gateway area, alongside infill housing and retail along Main Street. Transportation priorities emphasized enhancing multimodal connections, including bike lanes, shared-use paths and intersection improvements to boost safety and efficiency. Additionally, participants stressed the importance of preserving natural landscapes while accommodating growth.

In terms of placemaking, attendees identified opportunities to improve public spaces by adding shade structures, creating a local library, and developing nature play areas within the Gateway Corridors. Overall, Workshop 1 fostered collaboration and accelerated consensus-building among participants, establishing a clear, community-grounded foundation for the Alpine City Gateway Corridors Small Area Plan. This collaborative process set the stage for thoughtful, inclusive growth that balances development with Alpine’s distinct character and sense of place. The outcomes from Workshop 1 provided a strong framework to guide subsequent planning phases and community engagement efforts.

COMMUNITY VALUES

Based on feedback received during the Workshop 1, the Project Team distilled the following Community Values to guide further refinement of the Alpine Main Street + Gateways Plan.

These community values represent key priorities that residents want reflected in the plan. They include celebrating and protecting the history of Alpine City, fostering an active and outdoor-oriented lifestyle, preserving family traditions, encouraging thoughtful and distinctive growth, maintaining a distinct image and agricultural identity, creating a community for all ages, supporting connectivity and walkability, and preserving the small-town feel.



STAKEHOLDER MEETING WITH ALPINE HIGHWAY RESIDENTS

This focused Stakeholder meeting engaged Alpine Highway residents in an in-depth discussion on existing roadway conditions and opportunities to enhance safety, character, and accessibility along the corridor. The conversation centered on shaping a street that feels safer and more connected while maintaining Alpine's small-town character.

Residents identified critical issues such as limited crossing opportunities, high vehicle speeds, and unsafe conditions for children, pedestrians, and cyclists. While recent widening and turn-lane improvements were appreciated, participants expressed a preference for a more context-sensitive cross section that accommodates all users without further expansion. They supported designs that visually slow traffic and reinforce a neighborhood-scale environment.

The group identified the southern approach as a key gateway opportunity, recommending that it begin nearer to the city boundary. Desired design elements included reduced speed limits, dark-sky-compliant lighting to improve visibility and safety, and distinctive "Welcome to Alpine" signage. Lighting improvements were considered especially important given frequent nighttime activity by cyclists and runners.

Residents also voiced openness to limited rezoning—allowing accessory dwelling units, lot splits, and small-scale commercial uses—provided that new development respects existing character. Maintaining the area's eclectic mix and promoting adaptive reuse over demolition were recurring themes. Participants supported closing sidewalk gaps but preferred minimizing park strips requiring homeowner maintenance.

Additional discussions included potential for a roundabout near the future Ranch Drive connection, resolution of nonfunctional irrigation ditches, and ensuring equitable city investment across neighborhoods. Overall, the meeting revealed strong alignment around creating a safer, more cohesive, and distinctly Alpine corridor identity.



HISTORY: CELEBRATE AND PROTECT

Preserve and honor Alpine's unique historical character and heritage.



ACTIVE/OUTDOOR-ORIENTED LIFESTYLE

Support a lifestyle embracing outdoor activities and wellness while preserving the small-town rural character amid thoughtful growth.



FAMILY ORIENTED

Prioritize family-friendly traditions and events that strengthen community bonds.



GROW DIFFERENTLY

Encourage thoughtful, community-aligned development that respects local character.



UNIQUE IMAGE AND AGRICULTURAL IDENTITY

Protect and promote Alpine's agricultural roots and preserve natural open spaces.



COMMUNITY FOR ALL AGES

Ensure amenities and activities serve residents across all age groups.



CONNECTED AND WALKABLE

Develop safe, convenient, and accessible pedestrian and bike networks.



SMALL TOWN FEEL

Foster a welcoming, close-knit community atmosphere.

KEY TAKEAWAYS:

- » Desire to reduce travel speeds to better reflect neighborhood context and improve safety for all users.
- » Interest in a more balanced street design that maintains existing width while reallocating space for pedestrians, cyclists, and local access.
- » Support for defining a stronger southern gateway with coordinated landscaping, lighting, and signage elements.
- » Openness to limited rezoning for ADUs, lot splits, and small-scale commercial uses that complement existing character.
- » Preference for maintaining the unique, eclectic mix of homes and adaptive reuse of older properties.
- » Concern about pedestrian safety and lighting at night, particularly given increased e-bike and runner activity.
- » Recognition of the need for equitable city investment and sensitivity to community diversity along the corridor.

OPEN HOUSE: COMMUNITY CONSENSUS BUILDING

This second community engagement event held in March 2025 included an evening public presentation and a daytime Open House featuring informational boards that allowed community members to drop by, review materials, ask questions, and provide feedback directly to the team. This format encouraged broad participation and in-depth discussion. The Open House focused on a vision and goals, defined character areas, enhanced mobility and connectivity strategies, a growth strategy that is unique to Alpine city and an updated approach to Utah's Missing Middle housing initiatives.

These elements collectively established a framework to sustain Alpine City's unique identity while promoting walkable, mixed-use, and accessible downtown and Gateway Corridors. The workshop also provided a crucial opportunity to build consensus around the vision for Main Street and the Gateway Corridors, incorporating feedback received during Workshop 1. This process helped refine and finalize the Alpine City Gateway Corridors Small Area Plan to reflect community values and priorities effectively.

Three character area options were presented, and attendees were asked to choose their preferred one. Each option outlined different spatial and development considerations.

Option 1 delineated five distinct character areas responding to existing conditions, including the Main Street Civic & Mixed Use area as a transition zone, a Town Center as the commercial core, Southwest and Southeast Gateways that preserve agricultural character and pedestrian infrastructure, and a Northwest Gateway focused on residential and connectivity improvements.

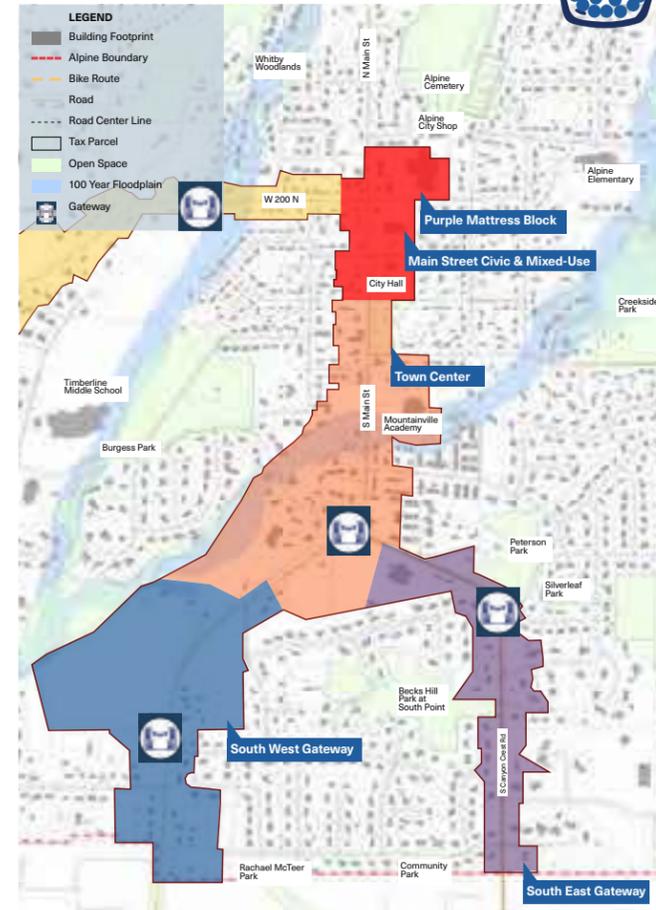
Option 2 retained the five areas from Option 1 but added a sixth character area called Mixed-Use South along the southwest corridor. This new area

introduced opportunities for mixed-use development with cultural, retail, commercial, and medium-density residential uses. A linear park was proposed to buffer between Alpine Highway and the new mixed-use area, while agricultural preservation continued east of Alpine Highway.

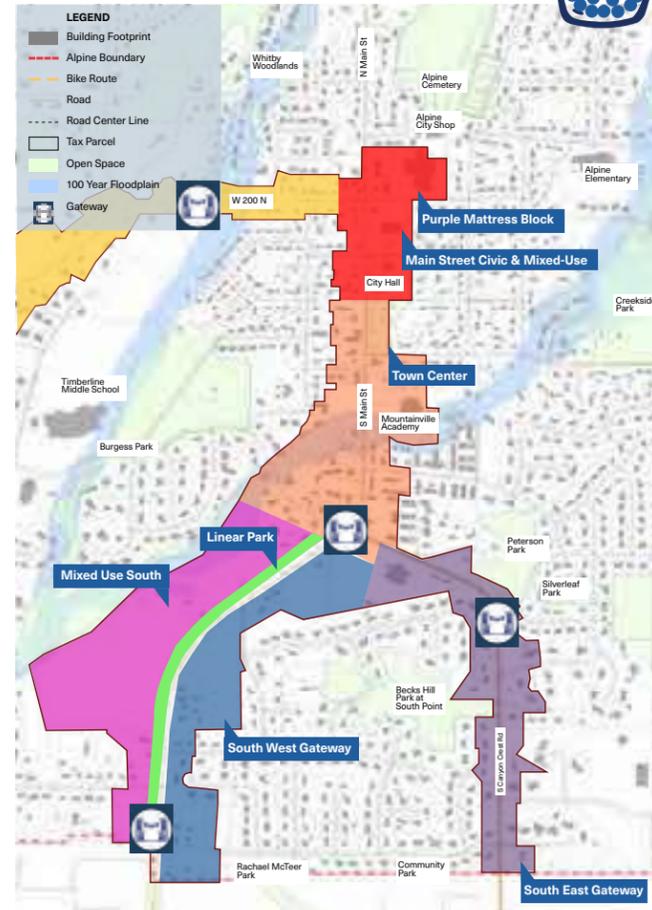
Option 3 was similar to Option 2 but refined the Southwest character area into a smaller new area called The Field. This gateway to Alpine City is characterized by broad views, a mix of low to medium-density residential lot types (single-family, duplex, townhome), and limited retail/services.

The exercise to gather feedback on these options resulted in Option 3 being chosen as the preferred one, reflecting community preference for including The Field as a key gateway area while maintaining a focused Town Center core north of the roundabout and balancing development with preservation.

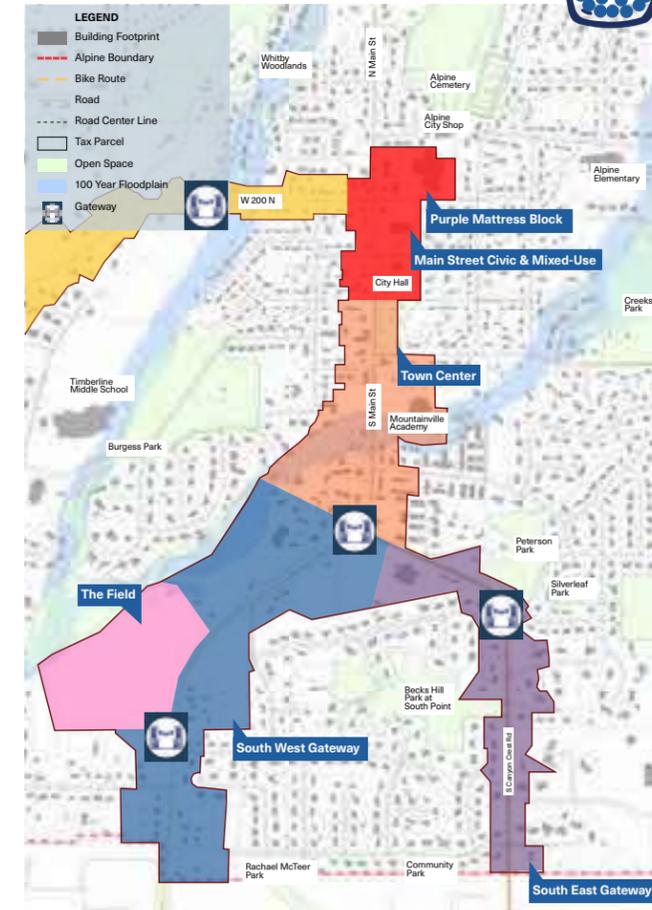
CHARACTER AREAS MAP: OPTION 1



CHARACTER AREAS MAP: OPTION 2



CHARACTER AREAS MAP: OPTION 3



KEY TAKEAWAYS:

Residents were interested in maintaining the character of Alpine Highway, but many understood that change may come and the community should describe a vision before hand rather than react to proposals that weren't informed by public input during this process.

There is support for community services and human comfort elements along Main Street to build on the character of the town center.



Workshop 1 served as the first opportunity to engage project stakeholders and the broader Alpine community. The session provided a platform to explore and define the shared values that make Alpine distinct. Key takeaways from Workshop 1 are summarized below.

DESIGN CHARRETTE AND OPEN HOUSE

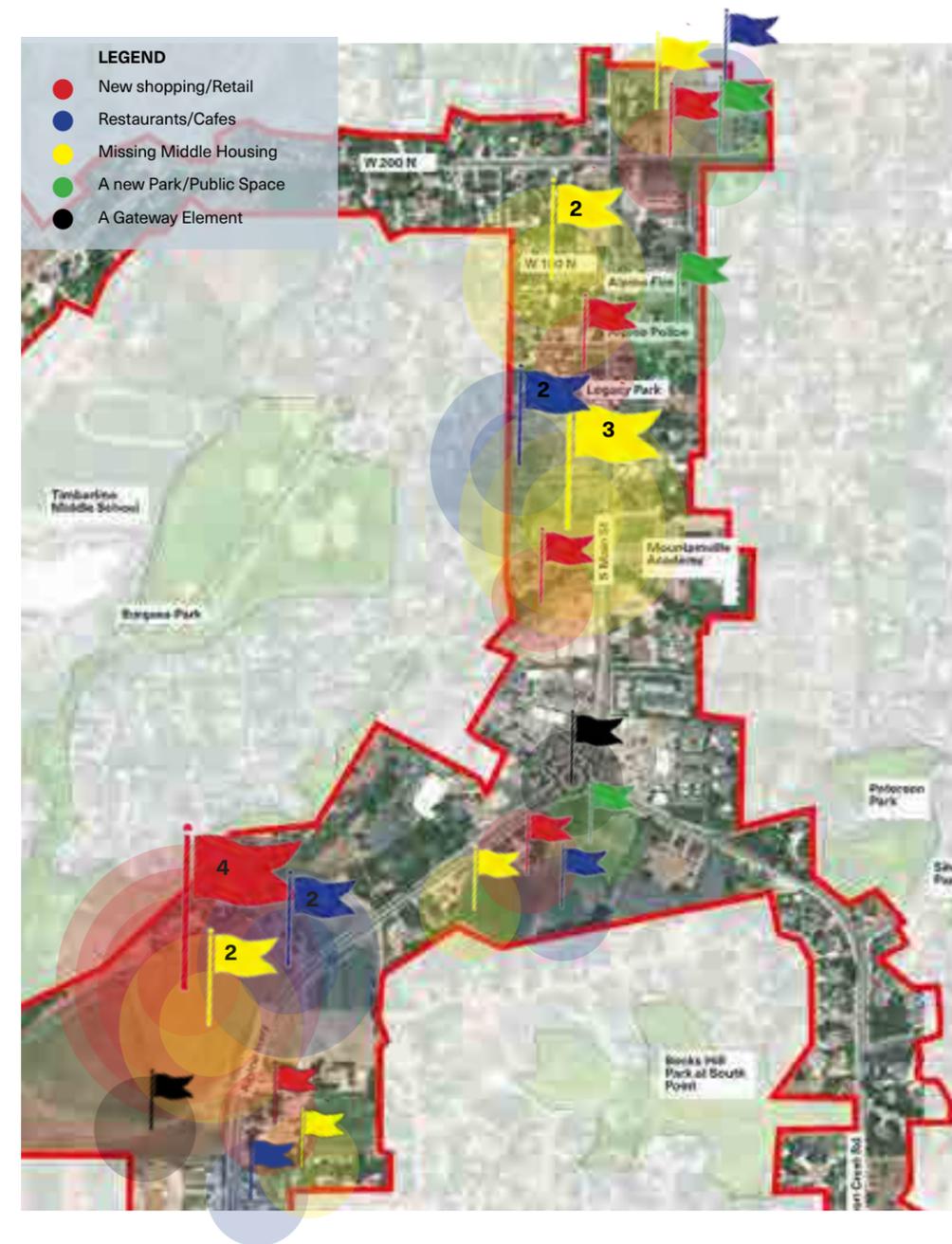
As part of the Design Charrette, the team facilitated a series of guided exercises with stakeholders and community members to better understand challenges and aspirations related to transportation and mobility, public space design, catalyst sites, and future growth and development.



LEGEND
 ● Design Charrette
 ● Open House

COMMUNITY PREFERENCES FOR PLACEMAKING AND PUBLIC SPACES

Participants identified the types of public spaces and amenities that could best enhance community life in Alpine City. Through a dot-voting exercise and idea sharing, residents expressed strong support for spaces that promote gathering, recreation, and cultural activities. Several options emerged as top priorities, including shade trees, trails, and other outdoor amenities. However, a community library was also recognized as a highly valued feature that could strengthen social connections and provide learning opportunities.



COMMUNITY PRIORITIES: LAND USE AND DEVELOPMENT OPPORTUNITIES

The “Pin Game” exercise involved stakeholders placing color-coded pins on a map to identify preferred land uses in the Gateways Corridor, such as retail, housing, parks, and public spaces. The feedback emphasized development opportunities in the southwest gateway, roundabout, and Main Street areas.



ALPINE CITY GATEWAY CORRIDORS TODAY

EXISTING CONDITIONS

ZONING

Alpine City's current zoning map identifies the Main Street area as the major commercial district in the city, with three residential areas that vary in density surrounding the core. Below are the key zoning districts that are part of the Alpine City Gateway Corridors Small Area Plan project boundary:

RESIDENTIAL:

The vast majority of land in Alpine City is zoned for residential purposes, mainly low-density single-family homes. There are specific zones such as CR-20,000 (half-acre lots), CR-40,000 (one-acre lots), and CE-5 (five-acre lots) that specify minimum lot sizes and densities. There is limited multi-family housing, with multi-family dwellings making up only a very small portion of land use.

BUSINESS COMMERCIAL:

Alpine has some areas designated for commercial uses including retail, offices, and services, but this category is relatively limited compared to residential and agricultural uses. Business Commercial zones are typically clustered in designated business areas, serving community needs without dominating the city's land area.

SENIOR HOUSING OVERLAY:

The Senior Housing Overlay is established to provide opportunities for housing specifically designed for seniors within Alpine City, while preserving the city's predominantly residential character. This overlay allows for thoughtfully integrated senior living developments, such as independent living, assisted living, or age-restricted communities, within designated areas that are otherwise zoned for residential use.

ACCESSORY AND MIXED USES:

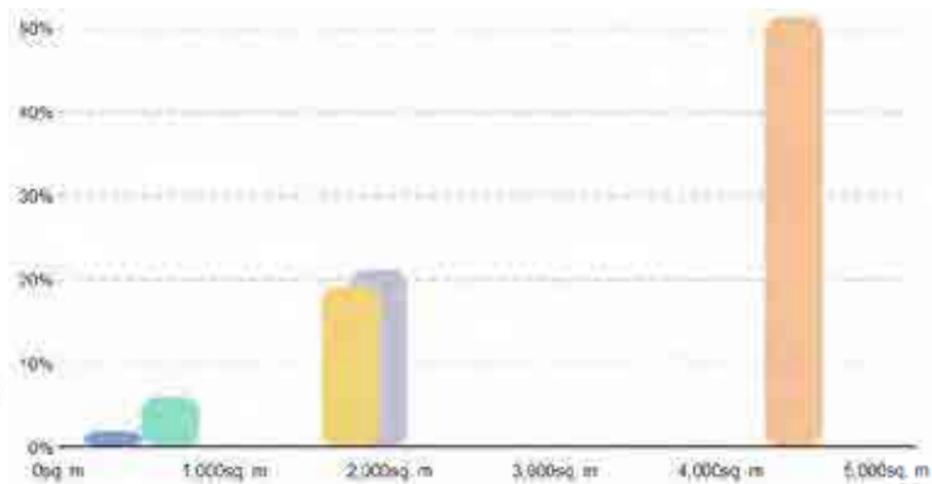
Properties may include accessory dwelling units and other permitted secondary uses as defined by code, especially within residential zones. There are also conditional uses where the Planning Commission may grant special permission, subject to compatibility reviews.

TOWN RESIDENTIAL:

The TR-10,000 zone in Alpine City, Utah, is a Town Residential district with a minimum lot size of 10,000 square feet, front setbacks of 40 feet, rear setbacks of 10 feet, and side setbacks of 5 feet, designed for higher-density single-family residential development in the historic town center area.

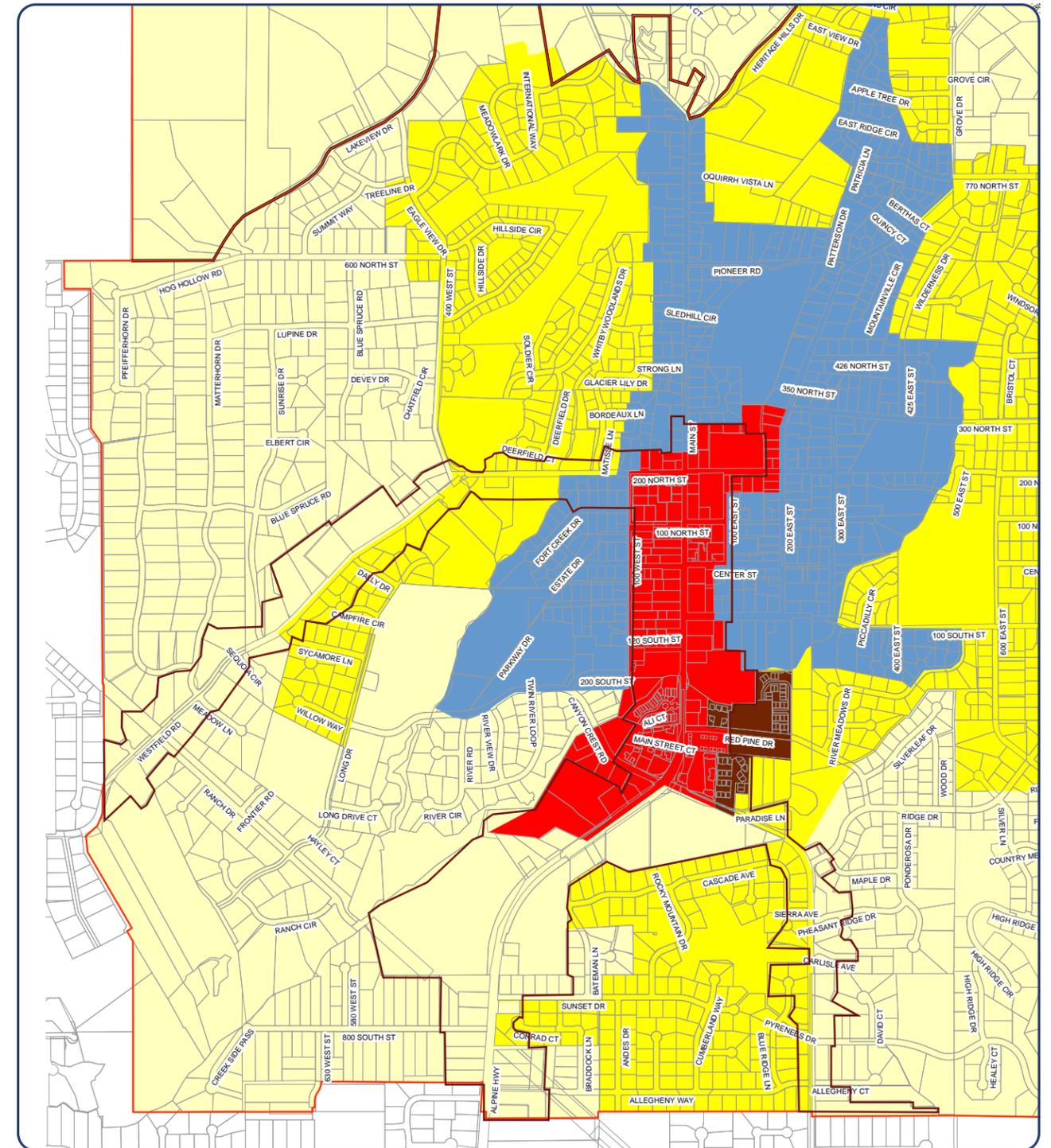
LAND USE ALLOCATIONS

- Business Commercial - B-C
- Country Residential - CR-40000
- Critical Environment - CE-5
- Country Residential - CR-20000
- Town Residential - TR-10000



The largest land allocations as measured by area are for residential and agricultural uses, which together make up over 90% of total land in Alpine City.

Source: Alpine, Utah Zoning Map and Land Use Data - Zoneomics



- ### LEGEND
- Alpine City Boundary
 - Tax Parcel
 - CR-40,000 (1 acre)
 - CR-20,000 (1/2 acre)
 - TR-10,000 (1/4 acre)
 - Project Area Boundary
 - Business Commercial
 - Senior Housing Overlay Zone
 - CE-5 (5 acre)

ZONING MAP



LAND USE MAP

The Alpine City land use plan is a comprehensive framework guiding current and future development while preserving the city's character and quality of life. Incorporated within Alpine's 2021–2041 General Plan, it is implemented through zoning ordinances and development codes.

The plan features a detailed Land Use Map designating areas for residential, commercial, industrial, agricultural, recreational, public, and open space uses, each with specific goals for density, building form, and neighborhood character. These designations reflect Alpine's community values, geography, and lifestyle, shaping how different parts of the city function and grow over the long term.

NEIGHBORHOOD LIVING

Most of Alpine is comprised of established neighborhoods with spacious homes, quiet streets, and mature landscaping. The community's layout emphasizes privacy, scenic views, and an overall suburban-rural feel, with houses often surrounded by natural open space or agricultural lands. Multi-family housing is rare, so the city retains a distinctive low-density character.

RURAL LANDSCAPE AND HERITAGE

Much of Alpine's land supports low-density agriculture, hobby farms, orchards, and gardens, often interwoven with residential areas. These green spaces create buffers between neighborhoods, preserve the city's rural roots, and sustain habitats for local wildlife.

RECREATION AND OUTDOOR ACCESS

Open space in Alpine is not merely preserved; it is actively utilized. The city is well known for its trails, parks, and access points to mountains and creeks. Residents benefit from a network of walkable green corridors connecting neighborhoods, playgrounds, sports fields, and hiking/biking trails that extend into the foothills or toward Main Street.

COMMUNITY GATHERING SPACES AND COMMERCE

While business districts are modest, they serve as important gathering places. Main Street and select areas host local shops, and services that provide essentials and create community hubs, particularly for social events and small-town celebrations.

CIVIC AND EDUCATIONAL ANCHORS

Schools, city buildings, and churches are integrated into the fabric of Alpine, acting not just as functional facilities but as centers of civic life. These institutions host community events, youth activities, and emergency services, fostering a strong local identity.

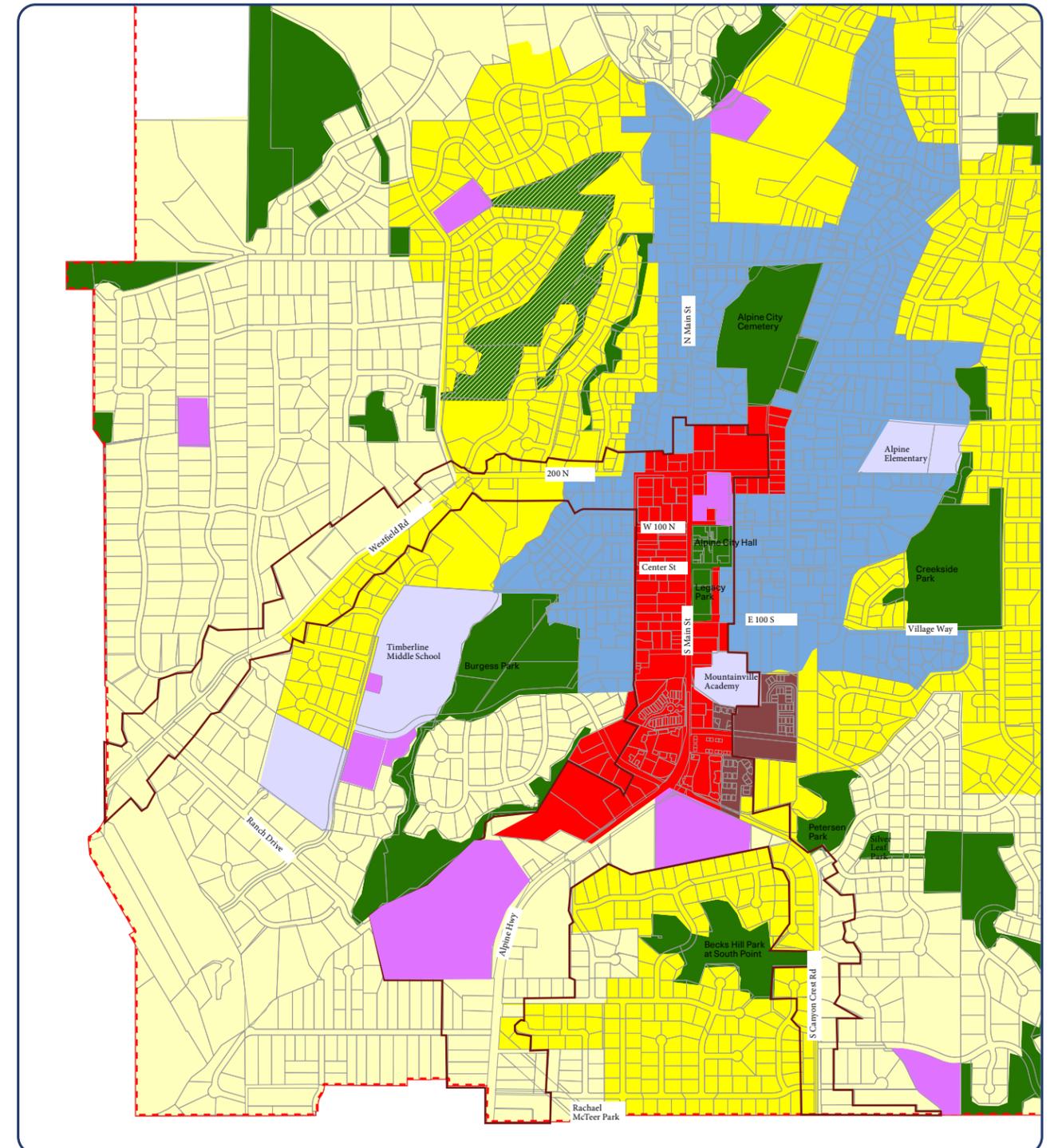
PRESERVED NATURAL FEATURES

Alpine's land use deliberately protects creeks, hillsides, and view corridors. Sensitive environmental areas, like floodplains and steep slopes are left undeveloped or incorporated into the open space network, enhancing resilience and natural beauty.

EMERGING TRENDS

The city is gradually enhancing walkability and bike access, with new paths planned to connect homes to Main Street and other community destinations, addressing evolving mobility patterns while ensuring growth remains in harmony with Alpine's established character.

In summary, land use in Alpine goes far beyond regulatory zoning. It's about how land supports community life, rural heritage, outdoor living, low-density commerce, and environmental stewardship—all working together to define what makes Alpine unique.



LEGEND

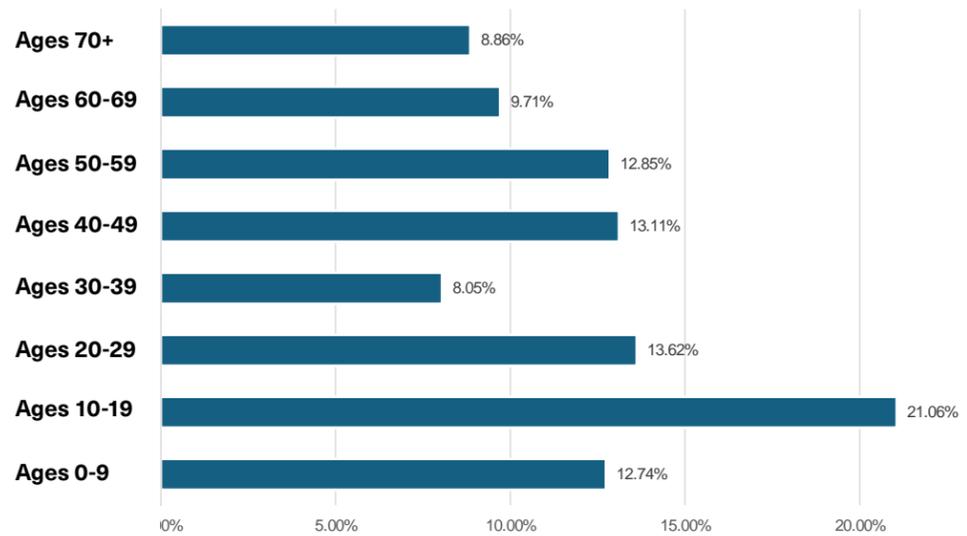
- - Alpine City Boundary
- Tax Parcel
- Low Density Residential (1acre)
- Medium Density Residential (1/2 acre)
- High Density Residential (1/4acre)
- Project Area Boundary
- business Commercial
- Public Open Space
- Private Open Space
- Church Properties
- Senior Housing Overlay Zone
- School Properties

LAND USE MAP



DEMOGRAPHIC ANALYSIS

Alpine City's demographic profile reveals a young population, with the largest age groups falling between 10–19 (21%) and 20–29 (13.6%), reinforcing the community's family-oriented character. The concentration of children, teenagers, and young adults suggests a stable base of active households with consistent needs for recreation, education, and family services.



Source: ESRI Business Analyst

2024 RACE AND ETHNICITY

Alpine City's population is predominantly White, accounting for 90.71% of residents. Hispanic residents make up 4.55%, while those identifying as two or more races represent 5.73%.

MEDIAN HOUSEHOLD INCOME

\$168,392



Alpine City's median household income is \$168,392, significantly higher than Utah County's median of about \$100,617 and the state median. This indicates a notably affluent community with strong purchasing power supporting upscale retail demand.

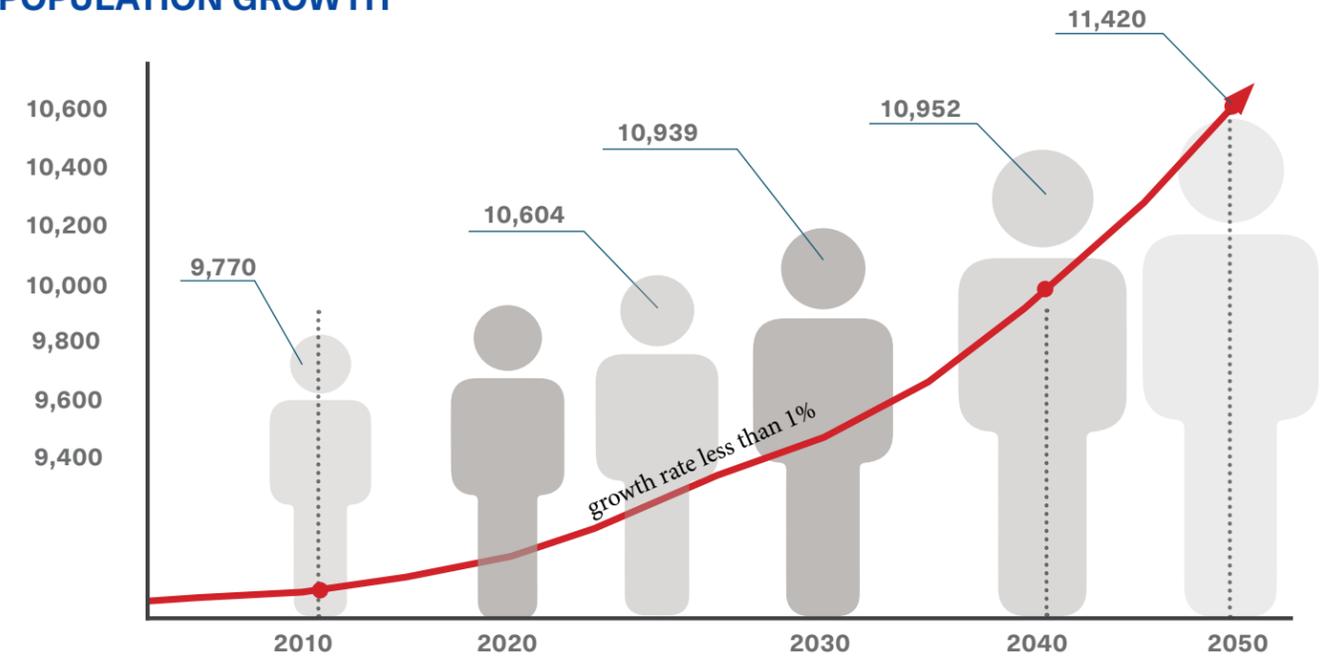
OVER 135,000 SF RETAIL CAPTURABLE DEMAND

(60%)



Based on current leakage of nearly \$95.4 million, Alpine City could realistically support at least 137,990 square feet of new retail space even at a conservative 60% capture rate. This indicates clear market potential for well-planned retail development that aligns with the city's demographics and consumer preferences.

POPULATION GROWTH



Source: Mountainland Associations of Governments (MAG)

Alpine City's population growth is slow but steady, increasing from 10,604 residents in 2024 to a projected 11,420 by 2050, with an annual growth rate of less than 1 percent. This pace indicates that while the community continues to experience stable household formation, it will not face rapid or expansive development pressures.

KEY TAKEAWAYS:

The city's demographic patterns should inform future planning and guide the inclusion of amenities that cater to families and youth, such as safe and accessible pedestrian routes, informal gathering areas, playground elements, and a variety of casual dining and recreation options. Similarly, gateways should project a welcoming, community-centered identity that reflects Alpine's family-focused environment. Design elements that highlight parks, schools, trail systems, and outdoor amenities can help reinforce this sense of place and communicate the city's values to residents and visitors alike.

The current economic profile supports a downtown environment that prioritizes high-quality materials, refined architectural character, and thoughtful aesthetics. It also indicates market capacity for upscale retail, boutique shops, quality dining, and lifestyle-oriented services.

As a result of population growth projections, planning efforts should emphasize quality over quantity, focusing on timeless design, durable materials, walkable environments, and a human-scale built form. With limited growth opportunities, each development parcel becomes especially significant in shaping the city's long-term character and identity.

Alpine City is an affluent, family-centered, steadily growing community with substantial unmet retail demand. Therefore, the Small Area Plan should emphasize quality, identity, walkability, and experiences rather than rapid density or large-scale expansion. Gateways should provide strong visual cues about Alpine's character, and downtown should evolve into a vibrant, upscale community core.

RETAIL ANALYSIS

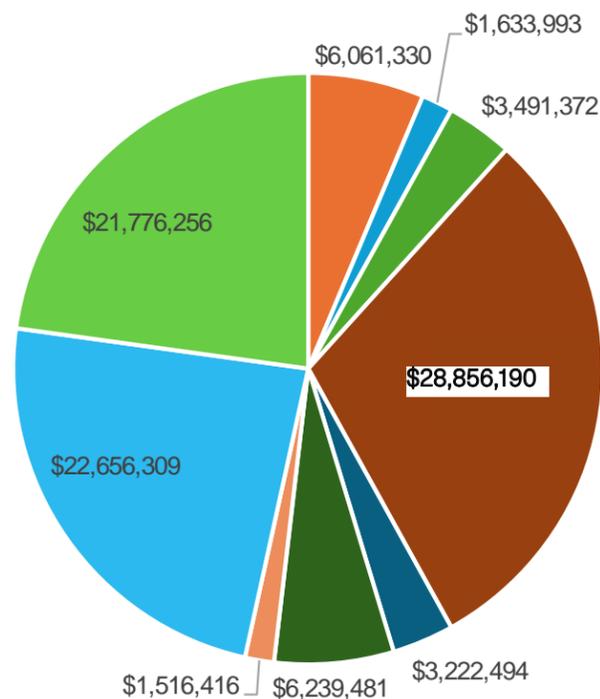
Alpine City, situated in Utah County along the Wasatch Front, remains predominantly residential, with limited commercial zoning and only a small collection of retail and restaurant establishments. This constrained commercial footprint has resulted in significant retail leakage—an estimated \$95M annually—as residents frequently shop in neighboring cities due to insufficient local options. With only \$9M in annual retail sales retained in the city, Alpine loses both economic activity and potential sales-tax revenue that could otherwise support local services and improve community vitality.

Retail Leakage Findings & Demand Potential

The city's Business Commercial District contains just 12 retail and businesses, creating a mismatch between local demand and available offerings. Analysis shows the highest leakage occurring in:

- General Merchandise (\$22M)
- Food & Beverage (\$28M)
- Food Services & Drinking Places (\$21M)
- Health/Personal Care (\$3M)

Based on standard capture rates, Alpine could reasonably support approximately 137,000 SF of retail space, demonstrating a strong capacity to absorb new retail development.



**ANNUAL RETAIL SALES:
\$9M**

**ANNUAL RETAIL
LEAKAGE: \$95M**

**RETAIL SF CAPTURABLE
DEMAND (60%) :
137,000 SF**

The market study (see Appendix x) identifies a variety of potential tenants suited to either an experiential retail environment or as stand-alone destinations. Experiential retail—defined by a mix of restaurants, boutiques, services, and activity-oriented tenants—requires a large, cohesive footprint that allows complementary uses to co-locate. This collocation benefits businesses by encouraging longer dwell times, cross-shopping, and creating an environment where residents can accomplish multiple activities in a single trip.

- Furniture/ Home Furnishings
- Electronics/ Appliance Retailers
- Building Material/ Garden Supplies
- Food and Beverage Retailers
- Health/ Personal Care Retailers
- Clothing/ Accessory/Shoe/ Jewelry
- Sports/ Hobby/ Book/ Music
- General Merchandise Retailers
- Food Services and Drinking Places

Source: ESRI Business Analyst, CoStar

Given the scale of retail space Alpine could support, the city has a realistic opportunity to pursue a 100,000+ SF experiential retail development. Two areas within the city's commercial district stand out as strong candidates for redevelopment:

1. FORMER PURPLE MATTRESS FACTORY PROPERTY

If not converted to housing, this aging industrial site offers a large footprint with the potential to be repurposed into a mixed-tenant experiential center. Its existing scale makes it suitable for redevelopment without requiring significant parcel consolidation.

2. SOUTHWEST GATEWAY PARCELS

This cluster presents one of the most compelling opportunities for a master-planned retail destination. Some of the potential benefits include:

- Existing commercial zoning, minimizing entitlement hurdles
- Visibility and access from Alpine Highway, drawing customers from outside the city
- No added traffic burden on S. Main Street
- The ability to connect parking lots to neighboring office properties, enabling improved circulation and an additional access point on W Canyon Crest Road



Dentist in Alpine City



Gym in Alpine City

ALPINE CITY MAIN STREET AND GATEWAY CORRIDORS SMALL AREA PLAN



Aerial view of Alpine City looking toward S Main Street

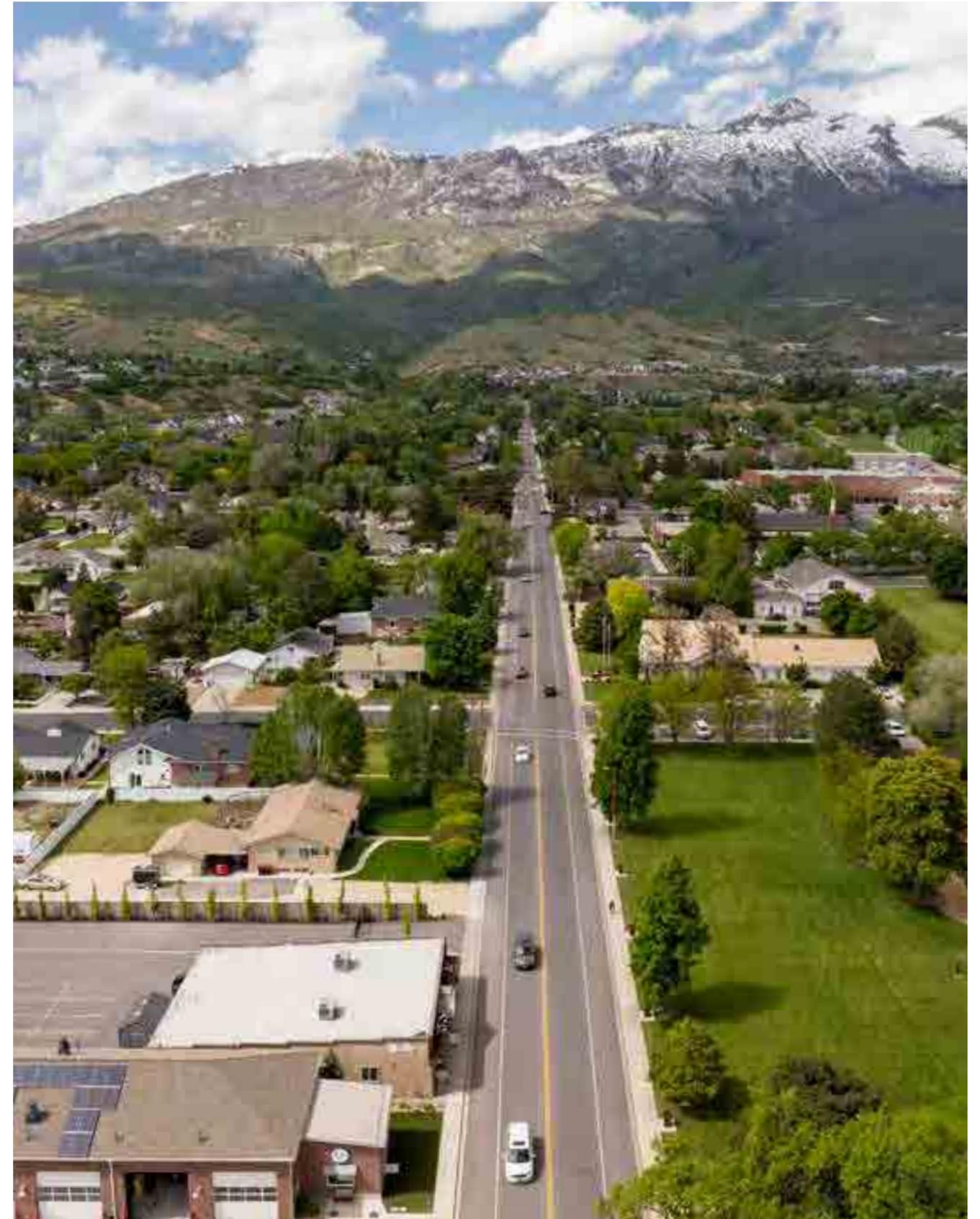
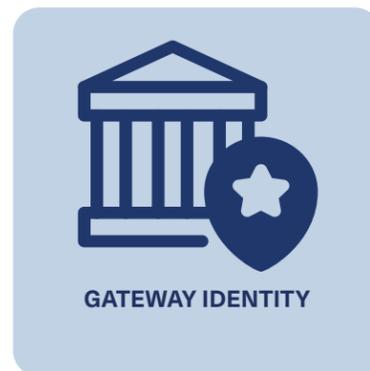
INTRODUCTION

Alpine City envisions a future that celebrates its rural roots, historic character, and strong community identity, while thoughtfully guiding growth to meet future needs. The Alpine Gateways Project Plan is defined by six distinct Character Areas that respond to existing conditions and create new opportunities to create a walkable and diverse community.

The following recommendations provide a strategic framework to guide the growth and development of Alpine City's Gateways. They are the product of an iterative public engagement process, with recommendations that clearly reflect the values, priorities, and concerns expressed by residents throughout Workshop 1, stakeholder meetings, and the citywide Open House. From the earliest phases of outreach, the planning team centered community participation as the guiding force in shaping the plan's development, and the resulting strategies closely mirror the themes that emerged from this dialogue.

During Workshop 1, residents and stakeholders articulated a set of core community values that created the foundation for the plan's direction. These values emphasized protecting Alpine's historic and agricultural character, maintaining the small-town feel, promoting an active and outdoor-oriented lifestyle, supporting family traditions, and encouraging distinctive, thoughtful growth. Additionally, participants stressed the importance of enhancing walkability, improving multi modal transportation options, and strengthening community connectivity. The project team distilled these themes into a series of Guiding Principles:

- **Context-Sensitive Design:** new development will respond to the scale, form, and character of surrounding areas.
- **Walkability and Connectivity:** sidewalks, trails, and bike infrastructure will connect all character areas and provide multi modal transportation alternatives.
- **Gateway Identity:** each entrance Corridor to the city will offer a unique experience, focusing on identity and placemaking to create recognizable gateways.



RECOMMENDATIONS

1. SUPPORT BALANCED GROWTH IN A NEW MIXED-USE CHARACTER AREA (THE FIELD)

The new Mixed-Use South area introduces a strategic development opportunity along the southwest corridor of Alpine Highway. It will encourage a blend of medium-density housing, neighborhood-serving retail, and cultural venues, while creating an identifiable gateway to the city. Walkable design will be prioritized, complementing existing neighborhoods and green infrastructure can be incorporated along Alpine Hwy, including a low-impact stormwater system and bike lanes. This area will complement Town Center and create a smaller activity node within the city.



2. STRENGTHEN THE ROLE OF THE TOWN CENTER AREA

As the primary commercial heart of the city, Town Center will expand its offerings focusing on small business and community-focused retail, including mixed-use development with residential units above ground-floor retail or office spaces. Placemaking initiatives such as public art, event spaces, and pedestrian-friendly streetscapes should be prioritized.



3. ENHANCE MAIN STREET CIVIC AND MIXED-USE AREA

This area remains as the key civic and cultural core of Alpine City and creates a transition zone between the Town center commercial area and residential neighborhoods to the north. Historic structures and character should be maintained, and new development will follow the revised Design Guidelines being consistent with Alpine's traditional character. A mix of housing options should be promoted to support housing diversity. Civic programming should be encouraged to activate the area year-round and strengthen Alpine's community identity.



4. PRESERVE THE AGRICULTURAL AND OPEN SPACE CHARACTER OF THE SOUTHWEST GATEWAY

This area should celebrate and protect Alpine's agricultural roots, maintaining open space and low density development. New development should focus on residential uses and be sensitive to the existing rural character. Opportunities for community gardens, local markets, or agricultural education spaces can be explored that can complement the new Mixed-Use South area.



5. MAINTAIN EXISTING CONDITIONS IN THE NORTHWEST GATEWAY AND THE SOUTHEAST GATEWAY

These areas should be maintained, and limited change is proposed. As transition zones from the city's core to suburban neighborhoods, opportunities for connectivity improvements should be considered (such as new bike lanes) that provide easy access to nearby destinations and public spaces. Any future development along these two Corridors should respect the current scale and use and align with the community's vision. A new gateway feature should be considered at the west end of 200N and the south end of S Canyon Crest Rd.



6. ENHANCE THE AESTHETICS AND CHARACTER OF ALPINE HIGHWAY AS THE MAIN CORRIDOR INTO THE CITY CORE

A new Linear Park along Alpine Hwy will create an inviting and visually pleasing entrance to the city, where a cohesive planting palette can provide a special character and opportunities for public art can be explored. Native landscaping, shade trees, benches, and lighting can make this park a new feature of Alpine City while incorporating a continuous multi-use trail that connects key areas across the city



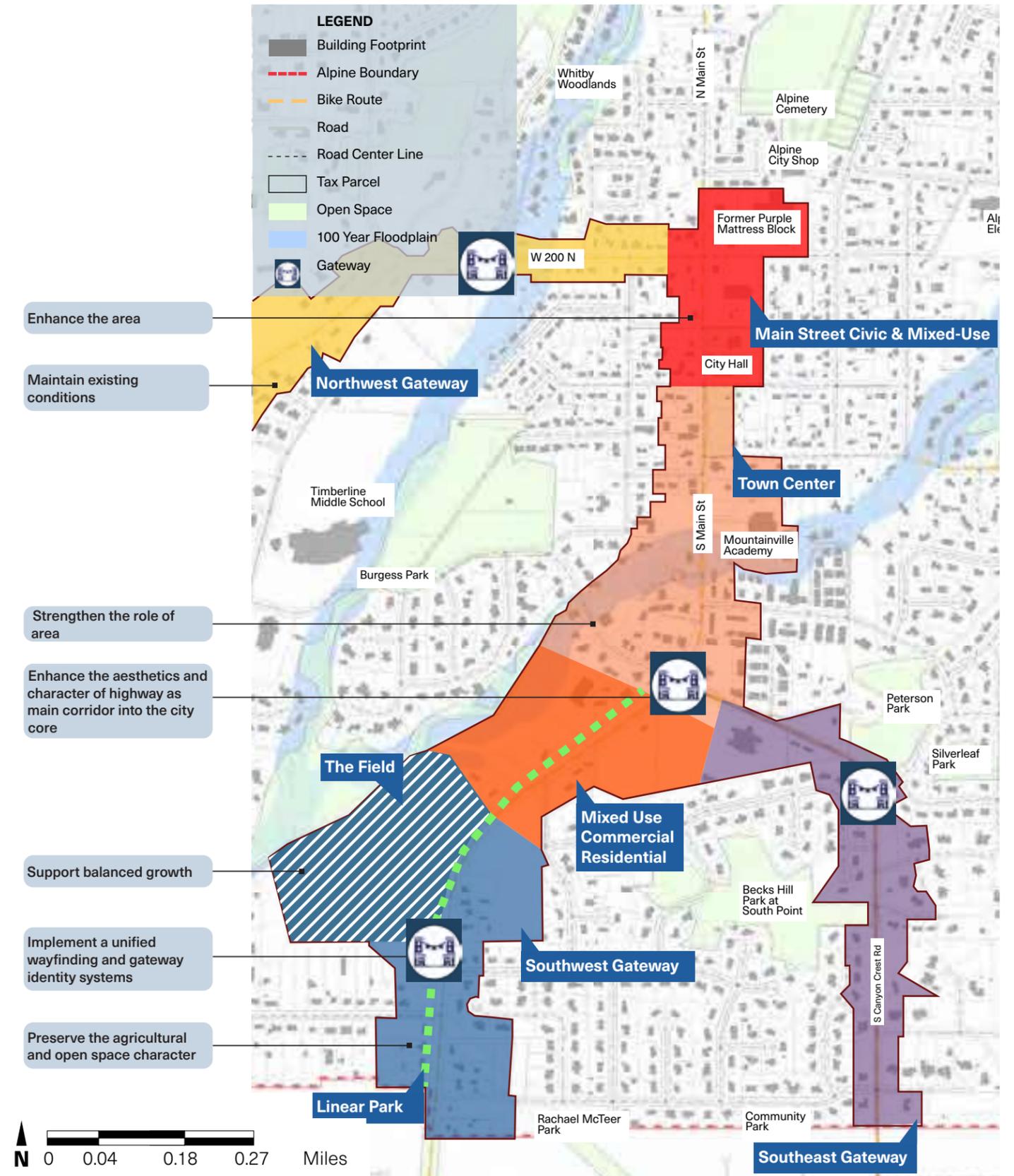
7. IMPLEMENT A UNIFIED WAYFINDING AND GATEWAY IDENTITY SYSTEM

Across all gateway areas signage, branding, and wayfinding elements should be developed that reinforce Alpine's identity and enhance navigation. Gateway features like monuments, landscaping, and public art should be prioritized at the key entry points and the roundabout.

PREFERRED CONCEPT - CHARACTER AREAS MAP

The Guiding Principles shaped the development of the Character Areas, each of which corresponds strongly to feedback gathered during mapping exercises and breakout discussions. Public input consistently highlighted the Southwest Gateway as a preferred location for accommodating new growth, particularly if the area could maintain its rural character and transition sensitively into surrounding residential neighborhoods. This direction is reflected in the plan's characterization of the Southwest Gateway as a low-density, agriculturally influenced entry corridor with expanded green buffers, detached sidewalks, and sensitive residential infill. Concerns about pedestrian and cyclist safety, repeated throughout Workshop and Stakeholder sessions, shaped mobility and public-realm recommendations across all Character Areas. The Southeast and Northwest Gateways emphasize safer crossings, trail linkages, and traffic calming, reflecting residents' priorities for improving daily mobility and creating safer routes to school. In the Town Center and along Main Street, the plan strengthens walkability, plaza spaces, and street activation to support community gathering and local businesses.

Community feedback also underscored the importance of preserving Alpine's historic identity and enhancing family-oriented amenities. Residents voiced strong support for protecting historic buildings, maintaining Main Street's traditional scale, and preserving mountain views, which directly influenced the Main Street Civic and Mixed-Use recommendations. Similarly, desires for civic gathering areas shaped the Town Center strategy, resulting in proposals for enhanced public spaces, community events, public art, and small-scale commercial offerings that reinforce Alpine's community-first character.



CHARACTER AREAS

The proposed character areas for the Alpine Gateways project define distinct zones reflecting Alpine City's current scale, land uses, and historic identity to guide balanced growth and preservation. Core areas include: Town Center; Main Street Civic and Mixed Use; Mixed Use Commercial Residential; The Field; Southwest Gateway; Southeast Gateway; Northwest Gateway

MAIN STREET CIVIC AND MIXED USE

This area acts as the civic and cultural core of the city, creating a transition between the more traditional residential neighborhoods in the north and the commercial/mixed-use core in the south. Development in this zone should include a mix of housing types and civic and cultural uses that provide a Main Street experience that aligns in character with the scale and cadence of historic development patterns.

KEY ELEMENTS:

- Land Use Mix: Mix of housing types, low-density retail, civic buildings, and community-oriented cultural uses.
- Built Form: Smaller blocks, buildings close to the street with pedestrian-scale setbacks; storefronts, porches, and civic facades oriented towards the sidewalk.
- Overall Character: Reflective of Alpine's historic development—pitched roofs, traditional materials, and articulated façades.
- Public Realm: Pedestrian-friendly design with enhanced streetscapes, potential incorporation on planted buffers and street trees.
- Key Feature: Purple Mattress opportunity site and proximity to public facilities.
- Development Goal: Maintain small town scale, enhance connectivity, and preserve architectural consistency.



CHARACTER AREAS

TOWN CENTER

Along Main Street and as part of the downtown core, this area is intended to serve as the commercial and social heart of Alpine, promoting vibrancy and gathering. It will strengthen its role as a dynamic, walkable district with a mix of cultural, civic, and commercial spaces. It will also include medium-density residential development.

KEY ELEMENTS:

- Land Use Mix: Retail, restaurants, office spaces, services and potential for vertical mixed-use development.
- Built Form: Compact development, first-floor activation, street-oriented buildings, public gathering spaces.
- Overall Character: Alpine's Town Center is a walkable, vibrant hub for retail, dining, and community gathering, defined by activated streetscapes and a welcoming gateway feature.
- Public Realm: Wider sidewalks that support first floor activation, street trees, traffic calming at intersections and enhanced pedestrian crossings, bicycle parking
- Development Goal: Enhance placemaking, encourage mixed-use infill, and support year-round activity.
- Wayfinding & Identity: Gateway element at the roundabout that reinforces this area as the recognizable "town center" of Alpine.



CHARACTER AREAS

TEXT FOR MIXED USE COMMERCIAL RESIDENTIAL

MIXED USE COMMERCIAL RESIDENTIAL

XXXXX

KEY ELEMENTS:

- XXXX
- XXXX
- XXXX

CHARACTER AREAS

THE FIELD

Taking advantage of a large opportunity site, The Field represents the gateway to Alpine City, with broad vistas to the Wasatch range beyond. With topography that falls from Alpine Highway towards the river, it preserves the existing character of the Alpine Highway frontage while allowing for additional infill development on the western portion of the property. Low to medium density development is anticipated, making room for missing middle housing typologies as well as some retail. This area is envisioned as a rural-inspired entrance to the city that protects open views and farming heritage.

KEY ELEMENTS:

- Land Use Mix: Clustered development, medium density housing and local-serving retail.
- Built Form: Clustered development, larger setbacks from roads; emphasis on preserving mountain views and low-profile structures.
- Overall Character: Fields and open space preserved along roadways; potential for community gardens or heritage farms.
- Public Realm: Residential roads with large green buffers and detached sidewalks, street trees, bike paths. Integrate a trail system along the edge and connect to the downtown area and other destinations in Alpine City.
- Development Goal: Incorporate housing diversity and some density while respecting the natural and agricultural character of Alpine City.
- Wayfinding & Identity: Rustic signage, native landscaping, and rural fencing to create a distinct entry into Alpine.



CHARACTER AREAS

SOUTHWEST GATEWAY

The Southwest Gateway defines one the main entrance to the city, preserving and celebrating its agricultural character, with open spaces and broad development setbacks reinforcing Alpine’s traditional development pattern. New residential development could include single-family or divided entry twin homes.

KEY ELEMENTS:

- Land Use Mix: Large-lot single-family homes.
- Built Form: Homes oriented towards the street, garages minimized in front setbacks.
- Overall Character: Traditional residential neighborhood with agricultural character.
- Public Realm: Large green buffers and detached sidewalks, street trees, bike paths.
- Development Goal: Emphasis on single-family development and large lot development.
- Wayfinding & Identity: Cohesive planting palette along the Corridor including large street trees. Gateway monument at the future intersection of Ranch Drive and Alpine Hwy.



CHARACTER AREAS

SOUTHEAST GATEWAY

The Southeast Gateway will continue existing development patterns respecting the low-density residential character, while enhancing neighborhood connectivity with pedestrian- and bike-friendly infrastructure.

KEY ELEMENTS:

- Land Use Mix: Single-family residential, infill development that matches existing single-family scale; opportunities for townhomes and accessory dwelling units (ADUs).
- Built Form: Driveway to adjacent neighborhoods, homes oriented towards the street, garages minimized in front setbacks.
- Overall Character: Traditional residential neighborhood.
- Public Realm: Detached sidewalks, green buffers, street trees, safe crossings, and traffic calming to support walking and biking. Pocket parks and gathering areas are integrated into new development. Trails connecting the Corridor with adjacent parks.
- Development Goal: Emphasis on low-density, single-family development and limited infill development.
- Wayfinding & Identity: Gateway element at the south end of the Corridor.



NORTHWEST GATEWAY

This area will maintain its residential identity, focusing on improved walkability and bike access to Main Street. Emphasis will be placed on walkability, trail linkages, and residential development that responds to existing scale and typologies.

KEY ELEMENTS:

- Land Use Mix: Single-family residential.
- Built Form: Larger lots, detached houses, larger setbacks.
- Overall Character: Low density traditional residential neighborhood.
- Public Realm: New or improved trail and sidewalk networks linking neighborhoods to schools, parks, and Main Street. Dedicated bike lanes and safe routes for children to schools or recreational areas.
- Development Goal: Emphasis on single-family development that celebrates the neighborhood character and identity.
- Wayfinding & Identity: Gateway element at the west end of the Corridor.





Aerial View of Alpine City

LAND ACQUISITION POLICY

LAND ACQUISITION POLICY

The Land Acquisition Strategy is a fundamental component of urban planning designed to systematically identify, prioritize, and secure land parcels that support the community's long-term vision and development objectives. By adopting a structured and proactive approach, the strategy ensures that land purchases align with community growth and revitalization priorities, enabling future development opportunities that benefit the entire area. Establishing clear goals across short-, mid-, and long-term horizons provides guidance for implementation, accountability, and progress measurement. This approach also facilitates the prioritization of properties, identification of funding mechanisms, and cultivation of relationships with property owners, setting the stage for successful acquisition and development readiness. Underpinning this strategy, tools like a land acquisition matrix enable decision-makers to evaluate properties against transparent criteria reflecting strategic alignment, cost, feasibility, market demand, economic impact, environmental considerations, and regulatory factors, thereby promoting informed, consistent, and sustainable land procurement decisions.

GOALS

The Land Acquisition Strategy aims to establish a structured, proactive approach to identifying and securing land parcels that align with the community's long-term vision and land use objectives. By strategically purchasing key properties, the program supports future development opportunities consistent with the community's growth and revitalization goals. While the overarching intent centers on aligning land purchases with community priorities, defining clear short-, mid-, and long-term goals helps guide implementation, ensure accountability, and measure progress. These goals provide a roadmap for prioritizing properties, identifying funding mechanisms, and advancing toward acquisition and development readiness.

SHORT-TERM GOAL:

- a. To identify a short list of highest priority properties to purchase
- b. Identify funding mechanisms to help with the purchase of these priority properties (i.e. increase sales/lodging tax by fraction of %)
- c. Begin building relationship with priority property owners and demonstrate interest

MID-TERM GOAL:

- a. Implementing new funding mechanisms as needed
- b. Identifying potential planning/development partners for various planned projects

LONG-TERM GOAL:

- a. Execute the purchase of priority properties
- b. Begin preparing development application materials

LAND ACQUISITION MATRIX

This land acquisition matrix was developed for Alpine City as a tool to guide decision-making in the acquisition of land parcels for redevelopment. As opportunities arise to revitalize the town's urban areas, it becomes essential to evaluate potential land purchases systematically to ensure they align with broader community goals. The matrix helps prioritize acquisitions that support city objectives and ensures that decisions are not made arbitrarily but based on consistent, transparent criteria that reflect long-term benefits and feasibility.

CRITERIA

The matrix evaluates each property based on seven key criteria, each addressing an aspect of successful redevelopment. These include:

- **Strategic Alignment (20%):** Assesses how well the acquisition supports existing city plans and priorities.
- **Cost of Acquisition and Infrastructure (20%):** Evaluates if the price and required site work are within acceptable limits.
- **Development Potential and Feasibility (15%):** Considers zoning, infrastructure access, and overall ease of development.
- **Market Demand (15%):** Analyzes the need for the proposed use based on current market conditions.
- **Economic Impact (10%):** Measures the ability to generate tax revenue, jobs, and economic stimulation.
- **Environmental Constraints (10%):** Identifies potential environmental risks that may raise costs or limit development.
- **Regulatory and Political Feasibility (10%):** Considers the ease of obtaining necessary approvals and potential for community support or opposition.

WEIGHTED SCORE

Each criterion is assigned a percentage weight based on its importance to Alpine City's redevelopment goals. When evaluating a property, each criterion is scored on a scale from 1 to 3, where 3 is excellent, 2 is neutral, and 1 is poor. The weighted score is calculated by multiplying each criterion's score by its weight and summing the results. This approach ensures that more critical factors have a larger influence on the final decision.

WHAT EACH SCORE MEANS

The final weighted score helps categorize the property's potential for acquisition:

2.5 OR HIGHER:

Recommended for Purchase. The site offers high value with minimal challenges and aligns well with city goals.

2.0 TO 2.5:

Case by Case. The property may be viable depending on project-specific factors or if mitigations are possible for noted challenges.

BELOW 2.0:

Not Recommended. The site has significant drawbacks or costs that likely outweigh its potential benefits.

LAND ACQUISITION POLICY

CRITERIA	WEIGHT (%)	SCORE(1-3)	WEIGHTED SCORE
Strategic Alignment Does the acquisition align with the city's comprehensive/master plan, economic development strategy, housing goals, or needs?	20%	0	0
Cost of Acquisition and Infrastructure Purchase price is within 10% of market value/ acre, limited demolition, remediation, or other site preparation costs	20%	0	0
Development Potential and Feasibility Suitability for intended use, including zoning, infrastructure availability (roads, utilities, etc.), and ease of site development.	15%	0	0
Market Demand Need for the type of development (housing, commercial, industrial, parks) based on market trends and demand analysis.	15%	0	0
Economic Impact Potential to create jobs, increase tax revenue, stimulate investment, or support local businesses.	10%	0	0
Environmental Constraints Lack of presence of wetlands, floodplains, contaminated land, or other environmental issues that could increase costs or limit development.	10%	0	0
Regulatory and Political Feasibility Likelihood of securing necessary approvals, permits, rezoning, or overcoming community opposition.	10%	0	0
Total Score	100%	0	0

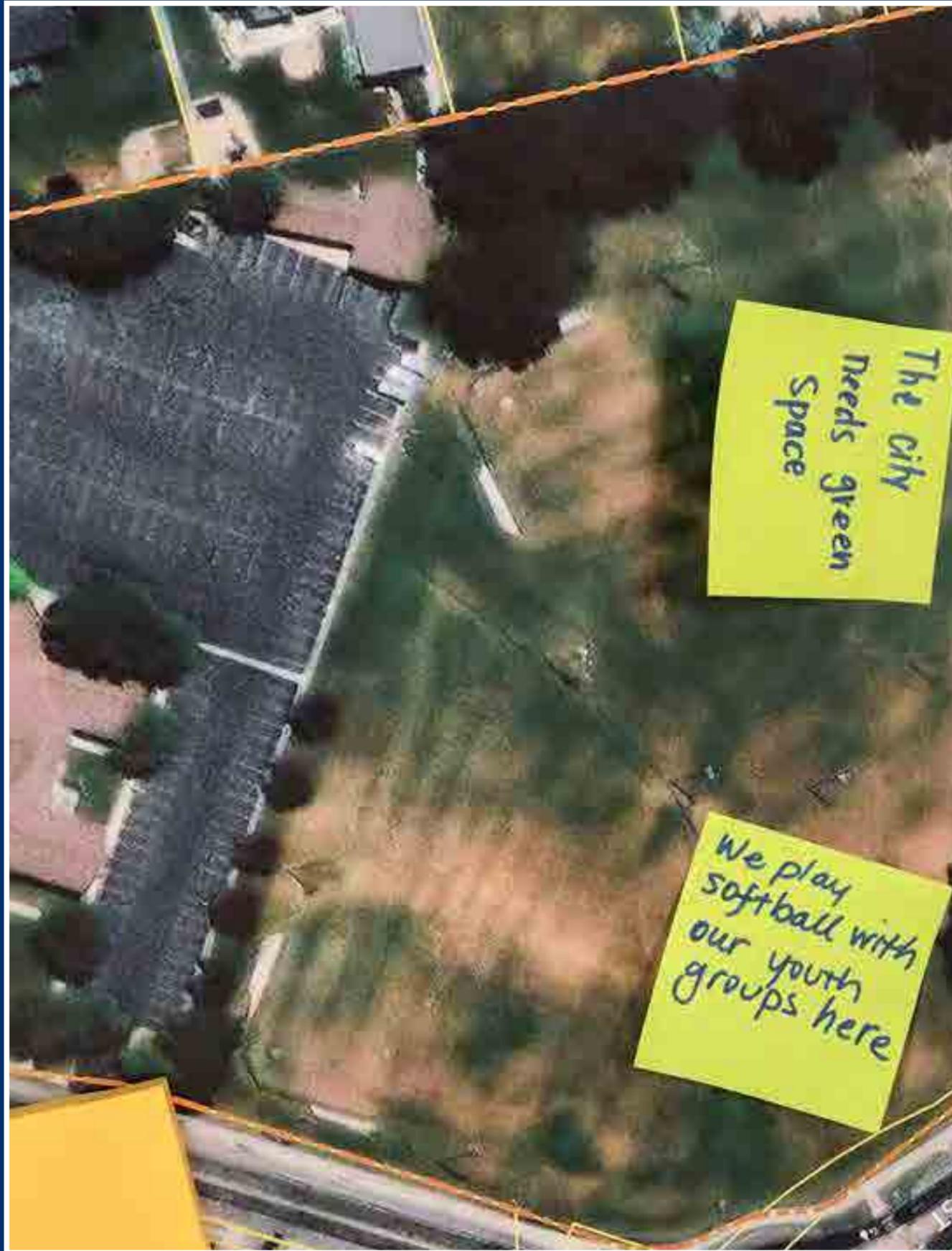
THIS PAGE IS INTENTIONALLY LEFT BLANK

Score

3 = Excellent (high value, minimal challenges)
 2 = Neutral
 1 = Poor (significant challenges, high costs, or low impact)

Weighted Score

2.5 + = Recommended for Purchase
 2.0 - 2.5 = Case by Case
 < 2.0 = Not Recommended



IMPLEMENTATION MATRIX

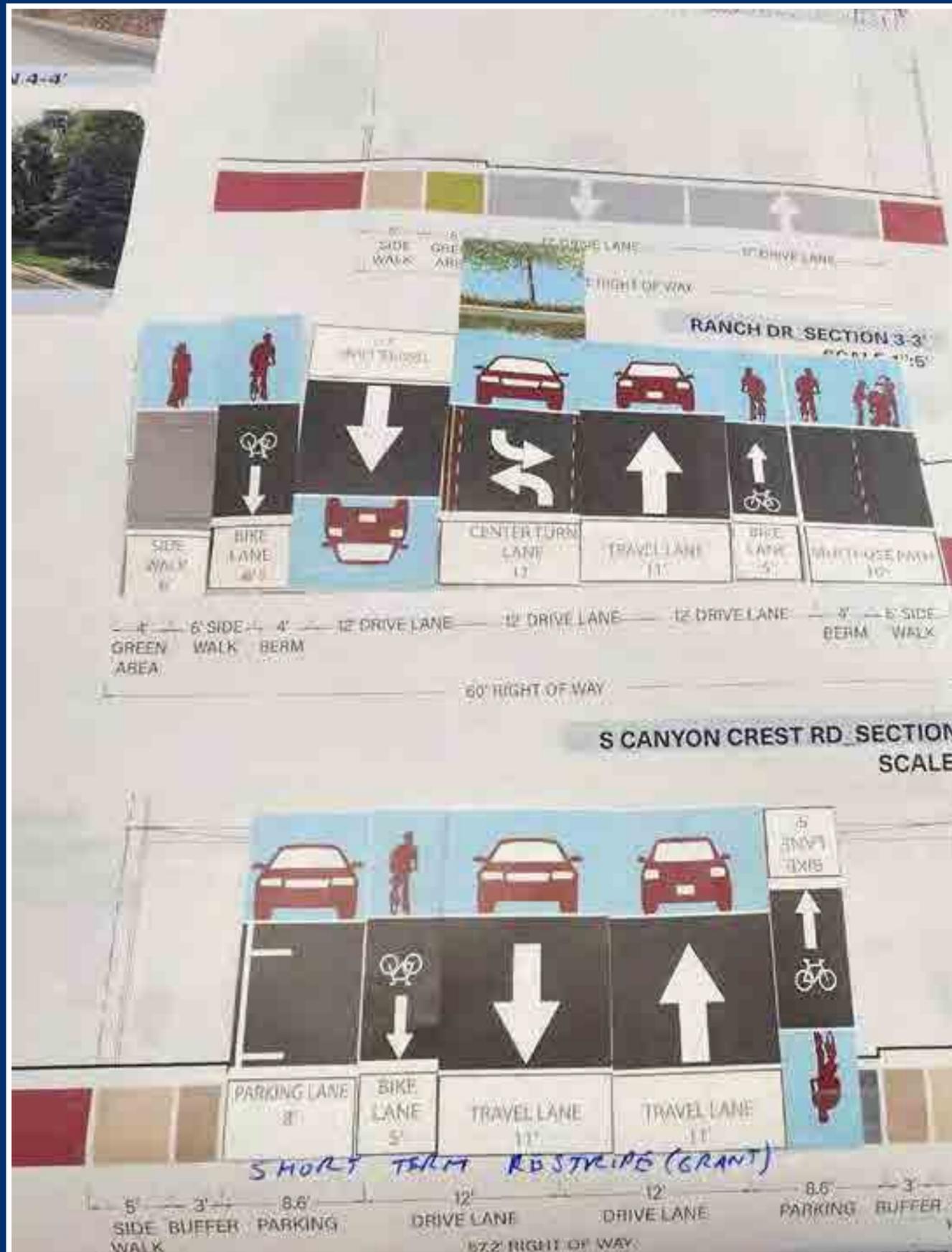
IMPLEMENTATION MATRIX

This chapter establishes a clear roadmap for transforming Alpine City’s Gateway Corridors and Main Street vision into measurable outcomes. The Implementation Matrix that follows outlines priority actions and investments—covering gateway enhancements, streetscape and mobility improvements, historic preservation updates, and public realm projects—needed to fulfill the plan’s objectives. Each action is organized by implementation phase and identifies responsible parties and potential funding sources. By coordinating public, private, and community initiatives, the matrix serves as a practical tool to guide city decision-making, allocate resources effectively, and phase improvements in alignment with Alpine’s long-term vision and community values.

PHASE	ACTION ITEM	RESPONSIBLE PARTY	FUNDING/ FINANCING	RELATED RECOMMENDATIONS	UTA / OTHER PARTNERS
Policy and Regulatory Actions					
1	Adopt Land Use Acquisition program into city’s code.	Alpine City		1, 4	
1	Map priority view corridors along Alpine Hwy. to preserve open space and agricultural views.	Alpine City		4, 6	
1	Adopt updated Historic Main Street Design Guidelines.	Alpine City		3	
1	Evaluate zoning revisions for the different Character Areas area to align with proposed land uses and development patterns (i.e. clustered development in the Southwest Character Area)	Alpine City		4, 5	
2	Prepare development framework for the Mixed-Use South area integrating neighborhood-scale retail and medium-density housing.	City Economic Development, Property Owners	TIF (CRA), Private Investment	1	Property Owners
3	Review zoning for Town Center area to include requirements for public space amenities	Alpine City		2	
3	Evaluate long-term opportunities for redevelopment of underutilized parcels along Gateway Corridors.	City Council, Planning Dept.	Private Investment, EDA Grant	2, 5	EDA
Traffic Operations and Safety Measures:					
1	Implement restriping on Main Street to create bike lanes by narrowing travel lanes and removing on-street parking.	Alpine City, UDOT	TAP	3	X
1	Install raised median and left-turn restrictions at Mountainville Academy to address peak-hour congestion and safety.	Alpine City, UDOT	Safe Routes to School	X	X
1	Conduct feasibility study for gateway corridor enhancements, including traffic calming and landscape improvements along key entries to Alpine City.	Alpine City, UDOT	Transportation Alternatives (TAP), WFRC TLC	6, 7	X
2	Construct mini-roundabout at Main Street and 100 South to manage turning movements and improve flow.	Alpine City, UDOT	CMAQ, General Fund	3	X
Land Acquisition and Open Space:					
1	Acquire easements as needed along Alpine Hwy. for trail connectivity and new Linear Park	Alpine City		4, 6	

PHASE	ACTION ITEM	RESPONSIBLE PARTY	FUNDING/ FINANCING	RELATED RECOMMENDATIONS	UTA / OTHER PARTNERS
Street and Pedestrian Infrastructure Improvements:					
1	Evaluate and upgrade non-compliant curb ramps and sidewalks on Main Street.	Public Works	CDBG, State ADA Grants	3	-
1	Add bike lane markings on recommended streets by TMP	Alpine City		3	
1	Improve pedestrian crossings along Main Street and Canyon Crest Rd. per TMP recommendations	Alpine City		3	
1	Identify missing sidewalk links along Main Street, Alpine Hwy., Canyon Crest Rd., 200 N to improve walkability and access	Alpine City, UDOT, Utah Trail Network	Transportation Alternatives (TAP), State Parks Partnership	3	X
2	Add marked crosswalks and RRFBs at high-volume intersections along Main Street	Public Works	TAP, Safety Grants	3	X
3	Implement streetscape improvements for Main Street, including ADA enhancements, lighting, and street furniture.	Alpine City, Public Works	TIF (CRA), WFRC TLC	3, 7	-
3	Build shared use path on east side of Main Street and west side of Alpine Highway for bicycle and pedestrian access.	Alpine City, UDOT	Transportation Alternatives, CID	3, 6	X
3	Construct linear park improvements along Alpine Highway, including sidewalks, wayfinding, and native landscaping.	Alpine City, UDOT	Federal Recreational Trails Program (RTP), CID	6, 7	X
Maintenance and Program Actions:					
2	Develop design concept for gateway monument at Ranch Dr. and Aline Hwy.	Alpine City, Local Artists	Community Improvement District (CID), General Fund	7	Arts Council
2	Develop facade improvement program to support small businesses along Main Street.	Alpine City, Chamber of Commerce	Community Reinvestment Area Funds, General Fund	2	Chamber
3	Establish corridor maintenance program to ensure landscape, signage, and pedestrian infrastructure upkeep.	Public Works, City Volunteers	General Fund, Volunteer Partnerships	6, 7	X

TRAFFIC MANAGEMENT PLAN



This chapter builds on other studies and documents for the Alpine City, including the Alpine Transportation Master Plan (January 2023) and the Alpine and Highland Active Transportation Plan (May 2023). However, this traffic management plan provides a more focused look at Main Street and the three Gateway Corridors (Alpine Highway, Canyon Crest Road, and Westfield Road), providing more specificity and detailed recommendations to manage motor vehicle traffic while supporting and encouraging safe and accessible active transportation.

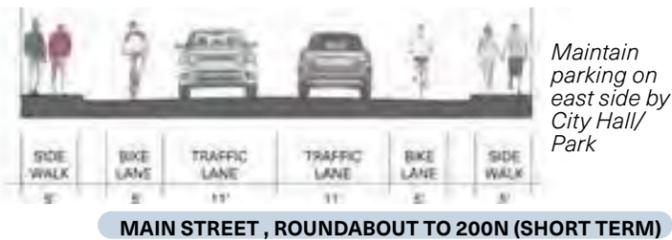
The traffic management plan recommendations are organized around four main areas within the project boundary: 1. Main Street; 2. Alpine Highway; 3. Canyon Crest Road; and 4. Westfield Road and 200 W. For each area, recommendations are grouped in the various types of mobility: bicycles, pedestrians, cars, and intersection improvements.

1. MAIN STREET

Main Street is a two-lane undivided street with paved shoulders, classified as an arterial street between the existing roundabout and 200 North and as a collector street between 200 North and Fort Canyon Road, where Main Street becomes Heritage Hills Drive. It currently has lane widths 12' wide and variable width shoulders that are sometimes used for on-street parking. Between the existing roundabout and 200 North, the curb-to-curb width varies from 42' to 44', with paved shoulders varying from 9' to 10'. Between 200 North and Fort Canyon Road, the curb-to-curb width is 38', with shoulders 7' wide. The Transportation Master Plan indicates that Main Street has approximate daily traffic of 13,300 vehicles per day between the roundabout and 100 South, 10,000 vehicles between 100 South and 200 North, and 5,400 vehicles north of 200 North.

BICYCLE FACILITIES

The Alpine and Highland Active Transportation Plan recommends on-street bicycle facilities on Main Street in the form of bicycle lanes. The city has funding programmed to restripe Main Street for bicycle lanes. Therefore, the short-term recommendation is to restripe to create bicycle lanes by narrowing lane widths to 11' and eliminating parking on the west side of the street. Bicycle lane widths would vary from to eight feet wide between the roundabout and 200 North and five feet wide between 200 North and Fort Canyon Road.



Based on the public involvement conducted for the Alpine City Gateway Corridors Small Area Plan, the long-term recommendation for Main Street is to construct a shared use path 10' wide on the east side of Main Street between the roundabout and 200 North. The proposed short-term bicycle lanes would remain north of 200 North. The shared use path would be provided by moving the curb on the east side of the street, thereby narrowing the curb-to-curb width to 38' would allow travel lanes 11' wide and parking lanes eight feet wide. This design would restore parking on both sides of the street to be consistent with the redevelopment proposed in this Alpine City Gateway Corridors Small Area Plan.



Recreational road cyclists and some bike commuters will continue to use the roadway instead of the shared use path, sharing the travel lanes with motorists; this use is compatible with target speeds of 20 to 25 miles per hour, as discussed below under speed management.

PEDESTRIAN FEATURES

The existing sidewalks on Main Street provide adequate space for walking. Long-term, the shared use path on the east side would provide additional width, albeit shared with some bicyclists. Most curb ramps and driveway approaches along Main Street are not compliant with the Americans with Disabilities Act (ADA). An evaluation of all sidewalks along Main Street is recommended to identify and catalog all non-compliant features to inform a future project to bring Main Street into compliance with the ADA.

There are existing marked crosswalks across Main Street at some intersections along Main Street, but typically only one crosswalk per intersection, except at the all-way stop at 200 North. Marked crosswalks are recommended across Main Street on both sides of the minor street at four-way intersections and at least one side of the minor street at T intersections. At the offset intersections of Main Street with 120 South and 100 South, the existing marked crosswalk on the south side of 120 South is recommended to remain, along with a new marked crosswalk on the north side of 200 South. For most of Main Street, the volumes and speeds are anticipated to be low enough such that additional crosswalk enhancements such as flashing beacons are unnecessary; However, rectangular rapid flashing beacons (RRFBs) are recommended at the crosswalks at 120 South and Red Pine Drive, due to higher motor vehicle volumes and heavier use by pedestrians.

As part of the long-term project to install a shared use path on the east side of the street, curb extensions are recommended at the intersections along Main Street from Red Pine Drive to 200 North. These curb extensions would push the curb and gutter out to the edge of the parking lane at crosswalks, reducing crossing distance and opening up sight lines between pedestrians and motorists, which are otherwise restricted by parked vehicles.

MANAGING MOTOR VEHICLE TRAFFIC

MOUNTAINVILLE ACADEMY

During the public involvement process, traffic issues on and around Main Street related to the arrival and dismissal times at Mountainville Academy were regularly mentioned as the most significant traffic congestion and traffic safety concern within Alpine. Some of the issues described or observed are as follows

- Cars queued on the northbound shoulder of Main Street, waiting to turn into the school, blocking bicycle travel and creating sight-distance issues.
- A long queue of northbound vehicles at the crosswalk at 120 South; the queue often extends past the main entrance to the school, creating a double row of stopped vehicles at the school entrance.
- A queue of southbound vehicles waiting to turn left into the school; this queue sometimes extends into and beyond the crosswalk at 120 South.
- Left-turn movements from southbound Main Street to the school turning between stopped vehicles in the northbound queue; these vehicles present a potential danger to pedestrians on the east sidewalk, since sight lines are blocked by the queued northbound vehicles.
- Left-turn movements from the school to southbound Main Street are challenging for motorists, due to the northbound and southbound queues mentioned above.
- With queues of traffic in both directions, the school crossing at 120 South can be challenging for children to use, even with the presence of the crossing guard.

PROHIBITION OF LEFT TURN MOVEMENTS

Previous traffic studies have recommended prohibiting left-turn movements in and out of the school during arrival and dismissal times. However, it is difficult to enforce time-of-day signs unless there is a police presence at all arrival and dismissal times.

A full-time prohibition of left-turn movements is recommended at the driveways to Mountainville Academy, including the main driveway as well as the smaller driveway to the north. The prohibition would need to be physically enforced by a raised median. In the short term, a plastic or rubber curb or traffic separator with flexible delineators is recommended, as shown below.



Flexible delineator with rubber curb

Flexible delineators alone would be even easier to implement, as shown below.



Flexible delineator with rubber curb

Prohibiting left-turn movements will force vehicles accessing Mountainville Academy to adjust their routes within Alpine. Since most drivers dropping or picking up students tend to go back to where they started their trip, drivers entering Mountainville Academy from the south will need to turn right to

the north, then find a way to head back to the south. Similarly, drivers accessing Mountainville Academy from the north will need to find a way to turn around and access the school from the south. Some drivers will attempt to make U-turns on Main Street, which is legal under Utah Traffic Code if the U-turn can be made safely and without interfering with other traffic. Other drivers will filter through other streets within Alpine, increasing traffic volumes on some local streets in Alpine. By using temporary curbs and/or delineators, the City of Alpine can test the left-turn prohibition and make a determination as to whether increased U-turns and traffic on other streets is a reasonable trade off for reducing congestion and increasing safety on Main Street near the school.

PARK AND WALK

During dismissal times at Mountainville Academy, a significant number of school children were observed walking to Legacy Park, where they would meet parents and other caregivers parked on the streets adjacent to the park. This activity is an example of a school area congestion management strategy called “park and walk”. Park and walk is most useful during afternoon dismissal, as it allows caregivers to arrive early, park their vehicles, and relax, rather than waiting in a queue of idling vehicles. Meanwhile, their students enjoy a few minutes’ walk and fresh air, often including socializing with friends and family in the park before heading home. The fact that so many families naturally utilize this strategy is a testament to the friendly, neighborhood feel of Alpine.

Afternoon school congestion is typically worse than morning congestion because caregivers must wait until students are dismissed in large groups; therefore, park and walk is most beneficial in the afternoon, as it is being used already. However, park and walk during school arrival can also help reduce morning traffic congestion while providing students the benefits of fresh air and exercise. As an additional strategy to reduce traffic congestion on Main Street, Alpine could encourage more park and walk activity during both arrival and dismissal, via outreach to the school and its families, or by sponsoring or encouraging small events or activities in the park.

INTERSECTION IMPROVEMENTS

Except as it relates to Mountainville Academy traffic as discussed above, intersections along Main Street experience minimal congestion or other issues. However, there are some recommendations that could help manage school traffic and improve intersections overall.

MAIN STREET AT 100 SOUTH AND 120 SOUTH

These two T-intersections are less than 90’ apart, edge to edge. During school arrival and dismissal, both streets are used by drivers dropping off and picking up students. If left-turn movements are prohibited at the school entrances, these two streets will likely be most impacted by additional traffic, as they are the closest streets north of the school leading west and east.

At 120 South, the City of Alpine may want to consider prohibiting northbound left-turn and U-turn movements on Main Street at 120 South during school arrival and dismissal times. When all vehicles are forced to turn right out of the school, many drivers will want to turn left on 120 South. These left-turn movements, combined with the school crossing at the intersection, may create enough congestion to cause gridlock in front of the school. In addition, vehicles making this left turn would end up on Canyon Crest Road not far from Timberline Middle School, possibly contributing to congestion there. However, without southbound vehicles attempting to enter Mountainville Academy, it is possible that the existing congestion at 120 South will be diminished. For the initial prohibition of left-turn movements at Mountainville Academy, left-turn movements are recommended to be permitted at 120 South; however, the Main Street and 120 South intersection and nearby streets should be monitored during arrival and dismissal times to evaluate whether a part time turn prohibition is useful.

A mini-roundabout should be considered for the intersection of Main Street and 100 South; a roundabout would manage the intersection’s traffic and provide a convenient location for drivers accessing Mountainville Academy from the south to make U-turn movements. The existing footprint of the intersection will accommodate a roundabout with an inscribed circle diameter of approximately 60’, which would allow for U-turn movements by passenger vehicles and package delivery trucks. One concern is

that school traffic could back up into the roundabout, causing the roundabout to fail. However, with no left turns to the school, the primary remaining source for this backup is the school crossing at 120 South; the fact that this crosswalk has a crossing guard should help mitigate the potential for roundabout blockages. It is possible to build mini-roundabouts using temporary materials such as rubber or plastic curbs and separators, to reduce costs and expedite implementation. However, care must be taken when using temporary materials for roundabouts; as the aesthetics of these materials have sometimes proven to be off-putting, resulting in public discontent with the installation.

MAIN STREET AT 200 NORTH

The all-way stop at this intersection works well to control existing flows of traffic and interrupt potential speeding traffic on Main Street, because the traffic volumes on all four legs are reasonably well balanced. However, as the city continues to grow and redevelop, this intersection should be monitored for increased congestion; a primary consideration is potential redevelopment of the vacant parcel one block east of the intersection. A mini-roundabout could be a good long-term solution at this intersection; an inscribed circle diameter of 70 to 75’ fits within the existing intersection footprint.

SPEED MANAGEMENT

The current posted speed limit for Main Street is 30 miles per hour between the roundabout and 200 North, and 25 miles per hour north of 200 North. The recommended target speed for Main Street is 25 miles per hour, or perhaps 20 miles per hour in the core area after redevelopment, due to additional retail businesses and denser on-street parking. The “target speed” is the preferred speed for motor vehicles to travel on a street; ideally posted speed matches target speed. For Main Street, the primary speed management recommendation is narrow lanes with bike lanes (short-term) or on-street parking (long-term), as shown in the cross sections above. Narrower travel lanes encourage slow speeds and provide space for other cross-sectional elements, while still sufficient for the mix of traffic in Alpine. These lane widths may feel uncomfortably narrow to some drivers; however, this design is intentional, as the reduced width encourages slower vehicle speeds, particularly in area adjacent to on-street parking.

The curb extensions described above for pedestrian crossing also contribute to speed management. During some times of day, parking densities might be light, negating the narrow feel created by 11-foot travel lanes and 8-foot parking lanes. Curb extensions maintain the constrained environment even when few or no vehicles are parked. Curb extensions should be placed at all intersections and other pedestrian crossing locations; on long blocks, curb extensions could also be placed mid-block to provide continuity of the road narrowing while doubling as a place for street trees, other landscaping, hardscape, or street furniture like bike racks, signs, and benches.

The proposed mini-roundabout at 120 South would also provide for traffic calming, restricting speeds to approximately 15 to 20 miles per hour at the intersection.

2. ALPINE HIGHWAY

Between the city limit and the existing roundabout, Alpine Highway is a two-lane undivided street with a center turn lane and paved shoulders, classified as an arterial street. Alpine Highway is under Utah Department of Transportation (UDOT) jurisdiction; it has generous lane and shoulder widths for a roadway within a city, with travel lanes 12 to 13' wide, a 14-foot center turn lane, and 10-foot shoulders, for approximately 60' total width. The Transportation Master Plan indicates that Alpine Highway carries approximately 14,900 to 15,800 vehicles per day within the Alpine City limits, making it the highest-volume gateway.

BICYCLE FACILITIES

The shoulders of Alpine Highway are marked as bicycle lanes, with approximate 10-foot widths and bicycle lane symbols spaced at approximately 1000' or at each intersection. Because Utah law previously did not prohibit parking in bicycle lanes, vehicles have historically been parked in the bicycle lanes, especially on the east side of the roadway. The Alpine and Highland Active Transportation Plan recommends an off-street bicycle facility on Alpine Highway. Building on this recommendation, a 12' wide shared use path is recommended to be constructed on the west side of Alpine Highway; this can be accomplished by using the existing right-of-way between the curb and the property line, and by working with UDOT to reduce travel lane and shoulder widths. In addition, restriping Alpine Highway is recommended to create buffered bike lanes.

While it may seem redundant to have both buffered bike lanes and a shared use path on Alpine Highway, these facilities are for different user groups. The buffered bike lanes would be used by recreational road cyclists, especially those in groups, as well as some commuters; the shared use path would be used by children and families traveling to school and other nearby destinations, or for more relaxed recreational riding.

A shared use path crossing of Alpine Highway is recommended on the north side of 800 South, with a raised median providing a refuge for path users. This location will connect directly with the future

Power Line Trail, as recommended in the Alpine and Highland Transportation Plan.

PEDESTRIAN FEATURES

Alpine Highway has intermittent sidewalks within the City of Alpine. On the east side, the sidewalk is nearly continuous, except for a short segment at the south end, between the city limit and the power line. On the west side, there are shorter segments of sidewalk, which are recommended to be widened and connected to construct the shared use path recommended for that side of the street.

There are currently no marked pedestrian crosswalks across Alpine Highway, except the crosswalk at the existing roundabout. Additional marked crosswalks are recommended to assist pedestrians with crossing the street, as follows:

- As discussed under bicycle facilities, a raised median with shared use path crossing is recommended on the north side of 800 South. The median and crosswalk could be a short-term improvement to provide a pedestrian crossing prior to the construction of the shared use path. Raised median refuges split the crossing task into two steps, so pedestrians only need to be concerned with one direction of travel at a time; additionally, medians have been shown to reduce pedestrian crossing crashes by about 40 percent. Rectangular rapid flashing beacons (RRFBs) are recommended at this crosswalk.
- As discussed in more detail below, a roundabout is recommended at the location where the extension of Ranch Drive would connect to Alpine Highway.

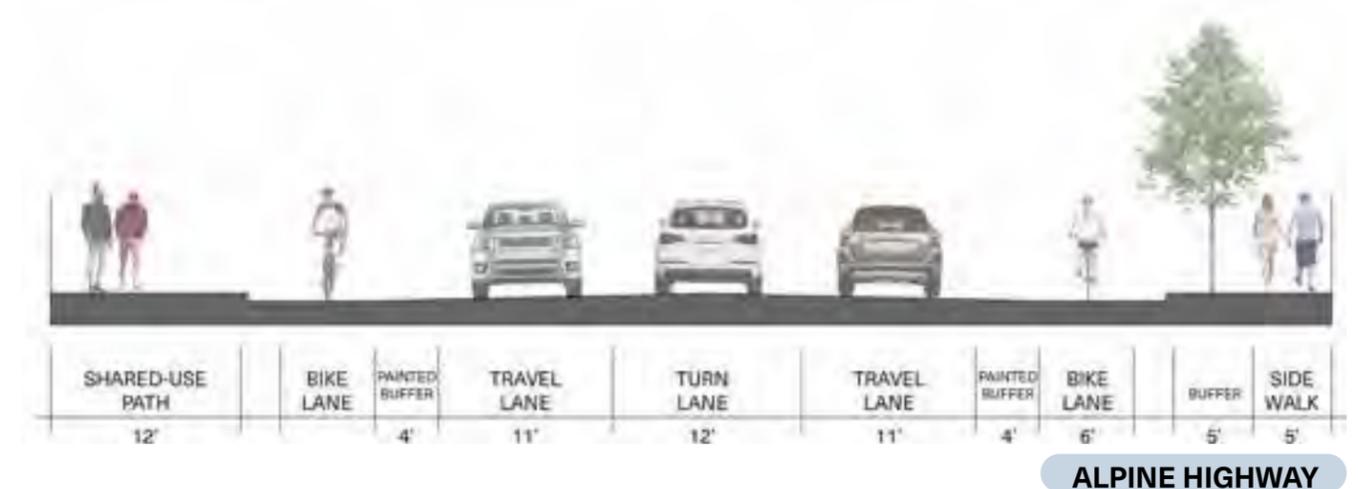
Marked crosswalks should be installed across all legs of this new roundabout, including both legs of Alpine Highway. Crosswalks at roundabouts are typically very safe and convenient for pedestrians, due to the slow travel speeds through the roundabout and splitter islands that act as pedestrian refuge islands.

- To provide additional crossing opportunities for pedestrians, another crosswalk is recommended at Bateman Lane. This crosswalk would provide pedestrian access between the neighborhoods served by Bateman Lane and the Alpine Art Center and nearby businesses. This crosswalk could be placed on either the north or south side of Bateman Lane; the north side would be more convenient for pedestrians, while the south side could include a median refuge, enhancing safety without blocking the left-turn lane to Bateman Lane. RRFBs are recommended at this crosswalk.

MANAGING MOTOR VEHICLE TRAFFIC

INTERSECTION IMPROVEMENTS

As shown in the Alpine Transportation Master Plan, Ranch Drive is intended to be extended across the existing agricultural parcel to Alpine Highway. A roundabout is recommended for this future intersection, to control turning movements, reduce speeds along Alpine Highway, improve safety, and provide an enhanced gateway to Alpine. Extension of Ranch Drive and construction of this roundabout is a long-term recommendation, intended to be implemented when the agricultural parcel is developed.



SPEED MANAGEMENT

The current posted speed limit on Alpine Highway is 45 miles per hour at the south city limit, dropping to 40 miles per hour midway between 800 South and Sunset Drive. These speeds make it challenging to provide a safe and comfortable environment for people walking and biking and are inconsistent the type of development anticipated by this Alpine City Gateway Corridors Small Area Plan. However, reducing speed limits alone is unlikely to have a measurable effect on how fast people drive on Alpine Highway, without also implementing speed management techniques.

The construction of a roundabout where Ranch Drive will connect to Alpine Highway is by far the best tool to manage speeds through this corridor, since travel speeds through roundabouts are typically 15 to 20 miles per hour. With this new roundabout and the existing roundabout bookending most of Alpine Highway within the City, a target speed of 30 to 35 miles per hour should be achievable, consistent with the development recommendations of the Alpine City Gateway Corridors Small Area Plan. However, since this roundabout is a long-term solution that won't happen until the agricultural parcel is developed, other solutions should be considered.

Because Alpine Highway is a UDOT facility, speed management will be more difficult to implement than on other streets in the City. However, UDOT would likely allow narrowing travel lanes from 12' to 11' and narrowing the center turn lane from 14' to 12'. While lanes of this width won't manage speeds as well as narrower lanes, there should be some benefit. Lane width reduction will also facilitate implementation of improved pedestrian and bicycle facilities, as discussed above. When Alpine Highway is next resurfaced, lane widths could be restriped to those shown in the cross section above, perhaps using a wider buffer for the bike lanes to use up the additional space.

Available online imagery shows that vehicles are occasionally parked along Alpine Highway, usually on the east side, apparently associated with activities at the nearby orchard and antique store. Recent State

legislation prohibits parking in bicycle lanes, making this parking illegal. The properties along Alpine Highway all appear to have ample adequate space for parked vehicles.

Raised medians or short median islands are recommended to replace the center turn lane at locations where there are no left-turn movements from Alpine Highway to driveways and minor streets. Medians or islands are an effective speed management technique due to their narrowing effect, especially within curved roadways or when introduced as gateways. The following locations are recommended for consideration of raised medians or islands.

- At the north side of 800 South, extending approximately 110' north, ending before the first driveway. This median island is the best location to serve as a gateway to Alpine; it is adjacent to the existing Alpine 1850 sign; similar signage and other hardscape or landscape features could be used in the median to highlight this primary entrance to the City. As mentioned above, this median would also serve as a refuge for pedestrians crossing the street here, as well as for users of the future Power Line Trail.
- From approximately 550' north of Sunset Drive to Bateman Lane. An opening in the median would need to be provided for the private driveway that serves 526 through 542 Alpine Highway. Left-turn pockets would need to be provided for that driveway and the southernmost driveway serving Burgess Orchards. Because this median would cover most of the long curve in Alpine Highway, it would be especially effective at reducing travel speeds. At Bateman Lane, this median could also serve as a refuge for pedestrian crossings.



3. CANYON CREST ROAD

Canyon Crest Road is a two-lane undivided arterial street with paved shoulders; from the city limit to Ridge Drive, it also has a two-way left-turn lane. Canyon Crest Road has lane widths varying from 11.5 to 13' and shoulder widths varying from 4.5' to 8'. The total curb-to-curb width is 44' south of Ridge Drive and 36' northwest of Ridge Drive; additional width is provided for turn lanes approaching Ridge Drive and Main Street. The Transportation Master Plan (2023) indicates that Canyon Crest Road carries nearly as much traffic into and out of the City as Alpine Highway, with daily traffic volumes of 14,800 at the City limit, 11,700 between Healey Boulevard and Ridge Drive, and 8,500 between Ridge Drive and Main Street. All intersections along Canyon Crest Road within Alpine have one- or two-way stop control, except for the roundabout at Main Street.



BICYCLE FACILITIES

The Alpine and Highland Active Transportation Plan recommends an off-street shared use path on Canyon Crest Road, and funding for a path is being provided through MAG. The recommended width for the shared use path is 12' as measured from the back of curb, allowing necessary obstructions such as signs to be placed near the curb without making the path too narrow. Paved shoulders marked as bike lanes are also recommended, to accommodate cyclists who want to travel at higher speeds and are comfortable riding closer to motor vehicle traffic. The bike lanes will also buffer the sidewalk and shared use path from motor vehicles.

PEDESTRIAN FEATURES

The existing sidewalks on Canyon Crest Road provide adequate space for walking, and the proposed shared use path will enhance the pedestrian environment. The proposed shared use path will also fill the current pedestrian facility gap on the northeast side of the street between Ridge Drive and Paradise Cove Lane. Like Main Street, many of the curb ramps and driveway approaches along Canyon Crest Road are not ADA-compliant. Reconstruction of ramps and driveways to achieve ADA compliance is recommended with the shared use path project.

Between the city limits and Main Street, the only marked crosswalks across Canyon Crest Road are the crosswalk at the roundabout and a crosswalk at Ridge Drive. The crosswalk at the roundabout appears to be well-designed, ADA-compliant, and easy for pedestrians to use due to the low speeds and pedestrian refuge inherent at roundabouts. However, the existing crosswalk at Ridge Drive is in the middle of a curve, which limits sight distance. In addition, the lack of additional marked crosswalks makes it challenging for people to cross Canyon Crest Road. Away from signalized intersections, pedestrians are legally allowed to cross streets at any location, as long as they first yield to vehicular traffic on the roadway. However, at 8,000 to 15,000 vehicles per day, it can be challenging to find sufficient gaps in traffic. By law, motorists are required to yield to pedestrians at unmarked crosswalks, which exist at intersections along Canyon Crest Road. However, yield rates by motorists are significantly lower at unmarked crosswalks than marked crosswalks.

A sight distance study for the crosswalk at Ridge Drive is recommended. Ideally, the study would look at both the stopping sight distance for eastbound motorists to the crosswalk, as well as decision sight distance for pedestrians waiting to cross. At 35 miles per hour, the necessary stopping sight distance per the American Association of State Highway and Transportation Officials is 250'. Measurements in Google Earth indicate that the sight distance between the eye location of a southeast-bound driver and a pedestrian waiting at the west curb to cross the street is approximately 225'. A physical measurement by an engineer would likely confirm sight distance that is less than desirable, which is potentially a significant safety issue.

The recent installation of rectangular rapid flashing beacons (RRFBs) at this intersection helps with the sight distance concern: when a pedestrian on the west side of Canyon Crest Road activates the flashing beacons, the beacon on the east side of the intersection is in the line of sight for southeast-bound drivers well before the pedestrian is in the line of sight. The beacon warns drivers to look for pedestrians, but this leaves plenty of room for driver error. An advance warning sign with an additional RRFB is recommended on Canyon Crest Road northwest of the intersection with Ridge Drive, located approximately at the beginning of the curve. The RRFB would supplement the existing sign and plaque.

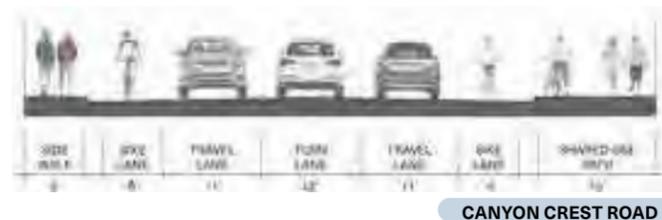
The sight distance problem at this crosswalk would also be addressed by installation of a roundabout or all-way stop control, as discussed below under intersection improvements.

Marked crosswalks are recommended at other locations on Canyon Crest Road within Alpine, to be implemented as part of the funding available through MAG. Crosswalk locations are best determined by identifying intersections that serve a larger number of houses and any other pedestrian-generating land uses, then confirming that no sight distance or other safety issues preclude a crosswalk. At T intersections south of Ridge Drive, median refuges could be provided to improve safety and ease of crossing for pedestrians. The following locations should be considered for possible marked crosswalks:

- Healey Boulevard serves a significant amount of housing and other land uses; a median refuge could be installed on the south side of the intersection, although this might make left turn movements from Healey Boulevard to Canyon Crest Road more difficult.
- A marked crosswalk was formerly located at Carlisle Avenue, but it was removed due to concerns about sight distance and vehicle speeds. A marked crosswalk just south of Carlisle Avenue would serve people that use the trail network in Beck's Hill Park, as well as residents of Carlisle Avenue and Pheasant Ridge Drive. The hill crest in this area limits sight distance, but sight distance is better at Carlisle Avenue than it is at Pheasant Ridge Drive. A median refuge could be installed at this crosswalk, which would mitigate the potential sight distance concerns. RRFBs could also mitigate

the sight distance concerns and could be mounted higher than the minimum mounting height to ensure continuous visibility of the beacons for approaching motorists. A sight distance study should be conducted prior to marking this crosswalk, to measure the actual physical sight distance between motorists and pedestrians.

- Paradise Cove Lane may also be a good location for a crosswalk. Paradise Lane provides pedestrian access to Petersen Park and the church likely generates additional pedestrian traffic.



MANAGING MOTOR VEHICLE TRAFFIC

INTERSECTION IMPROVEMENTS

CANYON CREST ROAD AT RIDGE DRIVE

Based on field observations and discussions with City staff and residents, this T-intersection represents one of the more challenging traffic concerns in Alpine. At times, the left-turn movement from Ridge Drive to Canyon Crest Road is challenging to make, resulting in delays and queued traffic. In addition, as mentioned above, the sight lines are limited for pedestrians crossing from the west side of Canyon Crest Road.

In the short term, there are two possible recommendations for this intersection:

Option 1 is to provide a left turn merge lane on Canyon Crest Road for vehicles turning left from Ridge Drive, creating a “high-T” intersection, which allows drivers to make the left turn in two stages, yielding first to northbound vehicles on Canyon Crest Road, then yielding separately to southbound vehicles before merging. While drivers can currently use the two-way left-turn lane for this purpose, many drivers are waiting for gaps in both directions of travel before starting their turns. Marking channelizing lines through the intersection will encourage more drivers to use the turn lane, reducing delay. Flexible delineators or plastic curbs with delineators can be added to the channelizing lines to further encourage this movement. The image below shows this option, along with restriping the lanes on Canyon Crest Road to 11' lane widths and marking bicycle lanes on Canyon Crest Road.



Proposed high-T design at Canyon Crest Road and Ridge Drive with left-turn merge lane and restriping

Option 2 is to convert the intersection to an all-way stop. The poor sight lines for pedestrian crossings would be one of the primary reasons to make this conversion. Traffic counts should first be conducted to see if the intersection meets all-way stop warrants; even if the traffic volumes don't warrant an all-way stop, the sight distance concerns may make this a reasonable option. The drawing below shows an all-way stop with narrowed lanes and marked bicycle lanes on Canyon Crest Road.

Long term, a roundabout should be considered for this intersection. From the Transportation Master Plan, the estimated average daily traffic at this intersection was 11,800 in 2023, with 12,600 estimated in 2030; these volumes would easily be managed by a roundabout, eliminating nearly all delay for Ridge Drive. A roundabout would improve safety for all users, mitigating the safety concerns caused by the roadway curvature and pedestrian sight distance concerns. Given that the City has purchased the property on the northeast corner of the intersection, one option is to build a full-size roundabout by utilizing that parcel. A roundabout with an inscribed circle diameter of 130' is shown below. A roundabout of this size fits well in the recently purchased lot, and the the approach roadways are well-aligned for a roundabout centered as shown. However, with its large footprint, a roundabout of this size would have a relatively high cost. It would also be possible to install a mini-roundabout within the existing intersection footprint at a much lower cost, with an inscribed circle diameter of approximately 70'. This is relatively small for a mini-roundabout, so there would be concerns about turning movements by large vehicles, and other geometric challenges; for example, it may be difficult to achieve the desired speed control at the roundabout. However, at approximately 13,000 vehicles per day, a mini-roundabout would have excellent traffic operations. If the City decides to pursue a roundabout at this location in the future, a design with an inscribed circle diameter of 105' to 110' should be evaluated as a means to balance cost, usability by large vehicles, safety, and traffic operations.



All-way stop intersection

CANYON CREST ROAD AT HEALEY BOULEVARD

The Healey Boulevard intersection carries more vehicular traffic than the Ridge Drive intersection; the estimated average daily traffic at this intersection was 15,400 in 2023, with 16,000 estimated in 2030. Similar to the Ridge Drive intersection, drivers can currently use the two-way left-turn lane to make left turns from Healey Boulevard to Canyon Crest Road in two stages. In the short term, marking a dedicated left turn merge lane to create a high-T intersection here would similarly encourage two-stage turns and reduce delay. However, a high-T intersection would eliminate the possibility of adding a median refuge for pedestrians at this intersection, as discussed above.

Long term, this intersection is another candidate for a mini-roundabout. A full-size roundabout with a non-mountable central island is not feasible without taking significant property. A mini-roundabout with

an inscribed circle diameter of 60 to 65' would be possible within the existing footprint of the intersection. At this size, it would be difficult to achieve speed control for southbound vehicles and turn movements by trucks would sweep across most of the roundabout. As an alternative, property could be obtained from the existing residential parcels on the northeast and southeast corners of the intersections. If the amount of property outside of the existing wall on the property on the southeast corner ("corner clips") were taken from both parcels, a mini-roundabout with an inscribed circle diameter of approximately 90' would be feasible. At this size, speed control would be more achievable, trucks would be able to turn more easily, and roundabout operations would be improved.



Proposed roundabout at Canyon Crest Road and Ridge Drive

SPEED MANAGEMENT

The current posted speed limit on Canyon Crest Road within Alpine is 35 miles per hour. There are several locations with limited sight distance on Canyon Crest Road, including pedestrian crossing sight distance at Ridge Drive as described earlier, as well as intersection and pedestrian crossing sight distance at several intersections due to a hill crest between Carlisle Avenue and Pyrenees Drive. Slower speeds result in reduced sight distance needed for safe turning movements and street crossings. If motorists travel slower, the required sight distance is shorter and safety is improved for all users, reducing both crash likelihood and crash severity, especially for vulnerable users such as pedestrians and bicyclists. Given regular use by pedestrians and bicyclists, a target speed of 30 miles per hour is recommended for Canyon Crest Road. However, lowering the speed is unlikely to have a measurable effect on how fast people drive on Canyon Crest Road, without also managing speeds through physical measures.

Travel lanes 11 feet wide encourage slower speeds while providing sufficient space for occasional large vehicles. However, narrow lanes created only by paint are only partially effective.

Roundabouts at the intersections of Canyon Crest Road with Ridge Drive and Healey Boulevard, as discussed above under intersection improvements, would be the most effective speed management tool for Canyon Crest Road. By design, roundabouts restrict speeds to approximately 15 to 20 miles per hour.

Raised medians are recommended on Canyon Crest Road south of Ridge Drive, within the existing center turn lane, at locations where there are no turning movements that need to use the turn lane. Ideally, these raised medians would be constructed in concrete, with landscape or hardscape features to make them more visible and improve speed reduction. However, temporary features like plastic curbs or flexible delineators could be used in the short term at less cost. As discussed above under pedestrian features, raised medians could be used at potential marked crosswalk locations to both reduce travel speeds and provide pedestrian refuge. The following are possible locations for raised medians on Canyon Crest Road:

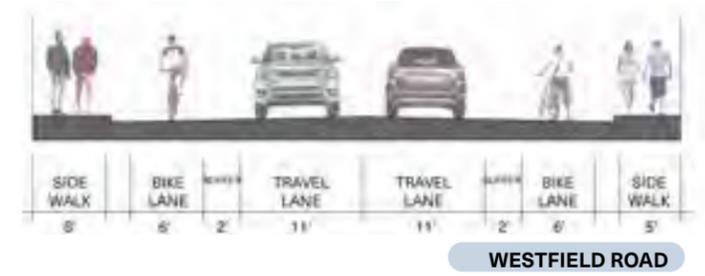
- North of Sierra Avenue, for about 100' to the nearest driveway.
- At the south side of the intersection with Carlisle Avenue, serving as a pedestrian refuge and continuing south approximately 250'.
- North of Pyrenees Drive, for about 100' to the nearest remaining driveway.
- South of Healey Boulevard; this median could serve as a pedestrian refuge, but this would need to be weighed against the installation of a designated merge lane for left-turn movements from Healey Boulevard. Alternatively, there would be room for a short section of raised median midblock between Healey Boulevard and Allegheny Way.
- From the south city limit to a point approximately 100' north, south of the left-turn lane for Allegheny Way. This location could serve as a gateway to Alpine.

4. WESTFIELD ROAD AND 200 NORTH

Westfield Road is a two-lane undivided collector street with paved shoulders. Parking is not currently prohibited but will be prohibited when bikes are added on Westfield Road, but there are typically no parked vehicles. The curb-to-curb width of Westfield Road varies from 38' to 40', with travel lanes 11' wide. Approximately one mile from the city limit, Westfield Road intersects 200 North, which extends this Gateway Corridor to Main Street. 200 North has a curb-to-curb width of 38', with lane widths 11' to 12' wide. Vehicles are regularly parked on the shoulders of 200 North, especially on the south side. This is the least-used Gateway Corridor in Alpine, with daily traffic volumes of 4,700 on Westfield Road and 5,400 on 200 North, according to the Transportation Master Plan (2023). There is an existing all-way stop at the intersection of Westfield Road, 200 North, and 400 West.

BICYCLE FACILITIES

The Alpine and Highland Active Transportation Plan recommends an off-street shared use path on Westfield Road and on-street bicycle lanes on 200 North. There appears to be enough street right-of-way to construct a shared use path on Westfield Road, especially on the northwest side of the street. However, Westfield Road could easily be restriped with buffered bike lanes, while focusing funds for shared use paths at other locations, for example the proposed Power Line Trail and along Canyon Crest Road, Alpine Highway, and Main Street. Buffered bike lanes are recommended for Westfield Road, with travel lanes 11' wide, bicycle lanes six feet wide, and painted buffers two to three feet wide. Delineators or other separators could be used to increase comfort for cyclists, provided that maintenance equipment is available to sweep the bicycle lane if physically separated.



On 200 North, traditional marked bicycle lanes are recommended, while retaining parking on the south side of the street.

PEDESTRIAN FEATURES

The existing sidewalks on Westfield Road and 200 North provide adequate space for walking; in some locations there is a planting strip between the roadway and the sidewalks, improving comfort for pedestrians and making it easier to comply with the Americans with Disabilities Act. Like other streets, many of the curb ramps along Westfield Road and 200 North are not compliant. Where there is a planter strip, driveway approaches on Westfield Road appear to be ADA-compliant, but where there is no planter strip, Westfield Road driveways are mostly non-compliant. On 200 North, most driveways appear to be ADA-compliant, both at locations with and without planter strips.

Along Westfield Road, there are existing uncontrolled marked crosswalks at Ranch Drive and Sycamore Lane as well as marked crosswalks across all four legs of the four-way stop at the intersection of Westfield Road and 200 North. There are no marked crosswalks across 200 North between Westfield Road and Main Street. A marked crosswalk is recommended across Westfield Road at Dally Drive, improving the network of crossing opportunities. A marked crosswalk is recommended across 200 North at the west side of its intersection with 100 West; this crosswalk would improve pedestrian access between neighborhoods north of 200 North and Burgess Park, Timberline Middle School, and Westfield Elementary School.

The crosswalk at Sycamore Lane is the primary crosswalk serving Timberline Middle School, so it is already equipped with rectangular rapid flashing beacons (RRFBs). The crosswalk at Ranch Drive is good future candidate for RRFBs, given its proximity to Westfield Elementary School and as a crossing for the Power Line Trail. Given the relatively low vehicular volumes on Westfield Road and 200 North, high-visibility markings with appropriate warning signs are sufficient for the proposed uncontrolled crosswalks at Dally Drive and 100 West. As traffic volumes continue to increase within Alpine, these crosswalks should be monitored to determine whether rectangular rapid flashing beacons should be implemented.

MANAGING MOTOR VEHICLE TRAFFIC

INTERSECTION IMPROVEMENTS

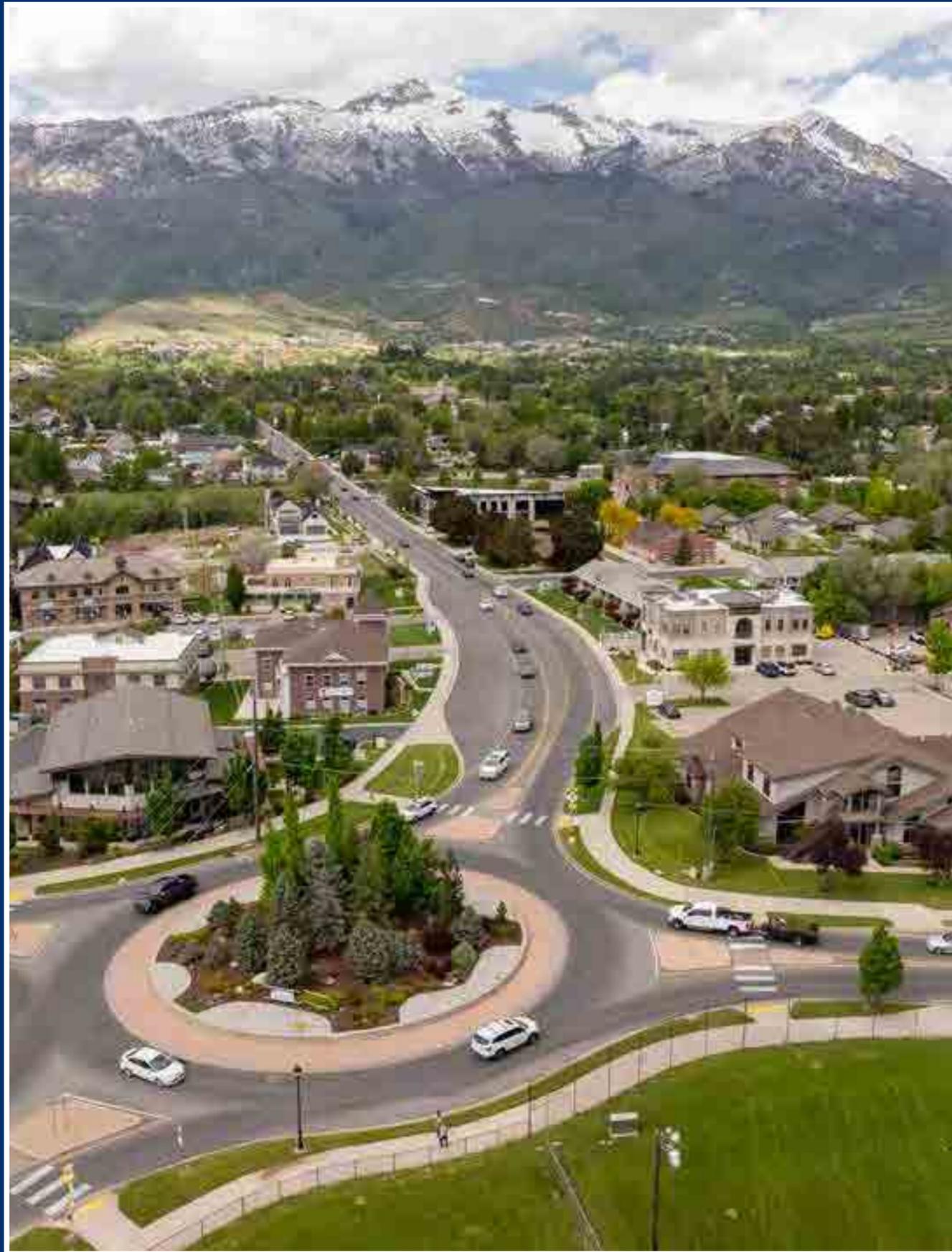
In the short term, no intersection improvements are recommended for Westfield Road or 200 North. However, as Alpine continues to grow, some intersections should be monitored for possible improvements. First, the intersection of Westfield Road and 200 North could be converted to a mini-roundabout in the future. An inscribed circle diameter of 70' could fit within the existing intersection, or a larger roundabout could be constructed by using property corner clips on each corner.

When Ranch Drive is extended to connect to Alpine Highway as part of the development of the large agricultural parcel, the intersection of Westfield Road and Ranch Drive is likely to experience significantly more traffic volume and turning movements. The traffic impact analysis for the development should analyze future conditions at this intersection and recommend possible improvements to be implemented as part of the development, including installation of all-way stop control or a roundabout. Within the existing intersection footprint, a mini-roundabout would have a diameter of just 60'. A traditional roundabout could be constructed by utilizing the power line right-of-way and possibly small amounts of property from the two adjacent properties west and south of the intersection.

SPEED MANAGEMENT

The lane widths of 11' recommended above under bicycle facilities will help control speeds on Westfield Road and 200 North. A possible future roundabout at Ranch Drive would also act as a gateway to Alpine and set the tone for speeds along Westfield Road in the City of Alpine.

THIS PAGE IS INTENTIONALLY LEFT BLANK



Aerial view of Alpine City looking toward S Main Street

ALPINE CITY HISTORIC MAIN STREET DESIGN GUIDELINES

ABOUT THE DESIGN GUIDELINES UPDATE

The following Design Guidelines replace the existing Gateway Historic Design Standards and direct the development of properties to ensure that new projects result in high quality public realm and architectural character that is aligned with the vision of Alpine's City Main Street.

The updated Design Guidelines build upon the existing standards while expanding their content to reflect a more comprehensive urban design vision for the Gateway Historic District. Much of what defines Alpine's character remains central, including the preservation of historic building forms, materials, and architectural features, as well as a continued emphasis on creating a pedestrian-friendly environment. These long-standing priorities are a key component of the updated Guidelines that provide a framework for developers and property owners on expected character and ensure that new development remains compatible with Alpine's historic context while supporting a walkable, human-scaled public realm.

These Guidelines are also framed by the Main Street and Gateway Corridors Small Area Plan that moves beyond a purely preservation-based approach to embrace a broader, multi modal and mixed-use urban design structure that can better shape future growth. The revised Guidelines introduce clear dimensional standards, including setbacks, articulation intervals, build-to lines, and parking placement requirements, to provide clearer direction and greater consistency in how development supports the community's vision.

DEFINE ALPINE'S CITY CHARACTER

Defining the character of Main Street Alpine City by developing Design Guidelines will provide future development with form based measures that are easily understood and graphically communicated. The following Design Guidelines are intended to provide clear standards that encourage new buildings to sensitively respond to their context, local aesthetics, and existing patterns of development, while promoting consistency, structure, and character that is unique to Alpine's City Main Street area.

DESIGN GUIDELINES ARE TOOLS

Design Guidelines are tools used to ensure that development meets the intended vision for Alpine City Main Street, and that new buildings meet the performance metric of a successful town core environment. They provide clear standards for

creating strong neighborhoods, setting expectations for the quality and character of the public realm and the way in which buildings interface with it. Perhaps most importantly, Design Guidelines are a way of protecting investment and the desired character of a community.

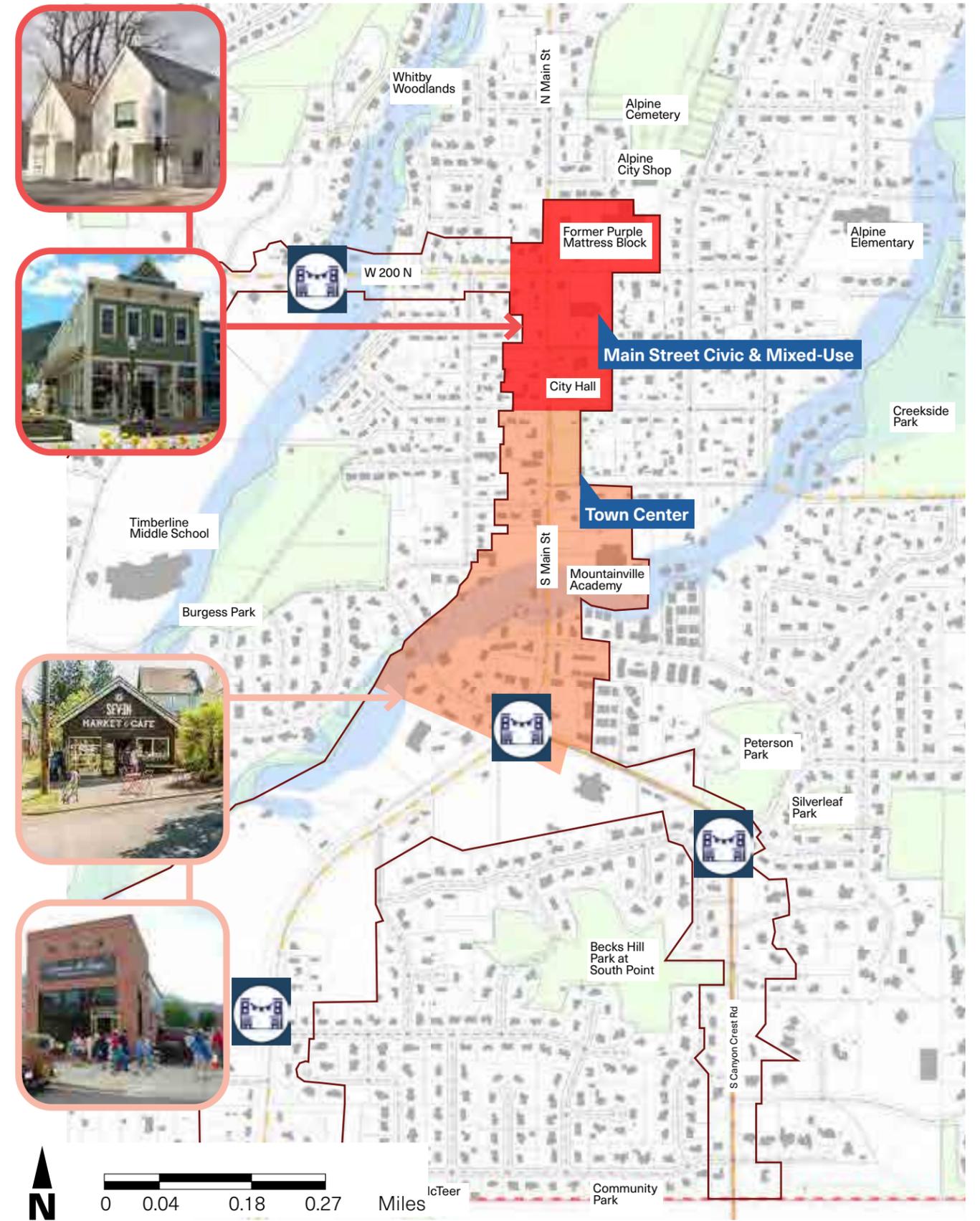
DESIRED OUTCOMES

Design Guidelines are recommended for Alpine City Main Street for a number of reasons. When properly followed and administered, they can preserve and enhance the qualities that make the town center a beloved place in the eyes of Alpine residents and a desirable destination for visitors. They can enhance property values and improve the quality of new development, and Guidelines can protect the Alpine Historic Main Street area from development that is incompatible with the goals of this Plan. These Design Guidelines encourage limited increased density when compared to surrounding residential areas in the town center and are aligned with the vision for limited growth established by the Master Plan. They strive to take the qualities of the best historic buildings as a point of reference for future development. They encourage building design and massing that reflect and enhance the qualities of the built environment to which Alpine residents feel deeply connected.

HOW TO USE THESE GUIDELINES

The Design Guidelines are based on an overlay of two character areas that serve to complement the current zoning. These districts describe the character and use of different areas of downtown based on current use or function, desired type of new or redevelopment, and the way in which the scale of downtown transitions to adjacent neighborhoods. Associated illustrations are provided below to describe the character, density, and development type for each district. The Guidelines are organized in a simple matrix format that allows landowners and developers to easily discern what requirements and characteristics are associated with the particular character areas that their property occupies.

Disclaimer: Building forms shown in the following pages are not characteristic of allowed building forms. They are used simply to illustrate the features being specified in the drawing.



DESIGN GUIDELINES MATRIX

DISTRICTS			
		MAIN STREET CIVIC AND MIXED USE	TOWN CENTER
DESIGN GUIDELINES SECTIONS	BUILD FORM AND MASSING		
	Horizontal Setback - Front	20' min / 35' max If adjacent structures have a smaller setback, try to match North of 200 N: 25'-30' min	15' min. / 20' max. (build-to-line) 30' max for residential uses
	Horizontal Setback - Side	10' min Corner side yards: 20' min	6'-8' min. If same ownership min. 0' Corner side yards: 20' min
	Building Length	Max. 60' for individual buildings at front lot line	Max. 80' for individual buildings at front lot line
	Building Articulation	Required. Maximum length of blank wall: 20' Provide variation in building articulation a minimum of every 20'	Required. Maximum length of blank wall: 15'-20' on street side Provide variation in building articulation a minimum of every 30'
	Activated Ground Floor	Allowable ground floor uses: cultural, professional and personal services, office, residential, retail and restaurants	Allowable ground floor uses: retail, restaurants, cultural, civic, office. Residential: max 40% at front lot line
Building Entries	Ground floor entries at max. every 40' on retail/ commercial frontages	Ground floor entries at max. every 30' on retail/ commercial frontages	

MAIN STREET MIXED USE FRONT AND SIDE SETBACK

The Horizontal Setback for the Front in Main Street's Civic and Mixed Use district ranges from 20 to 35', adjusted to match smaller adjacent setbacks, with a minimum of 25 to 30' north of 200 N. Side setbacks require a minimum of 10', and corner side yards have a 20-foot minimum.

These setback requirements are part of the broader built form and massing standards intended to create a cohesive streetscape that aligns with surrounding development patterns and ensures appropriate spacing between buildings for both aesthetic and functional urban design.

WHAT REMAINS THE SAME

- Respect for adjacent building scale, massing, and orientation.
- Orientation towards the street.
- Avoid large uninterrupted building widths.

WHAT CHANGES

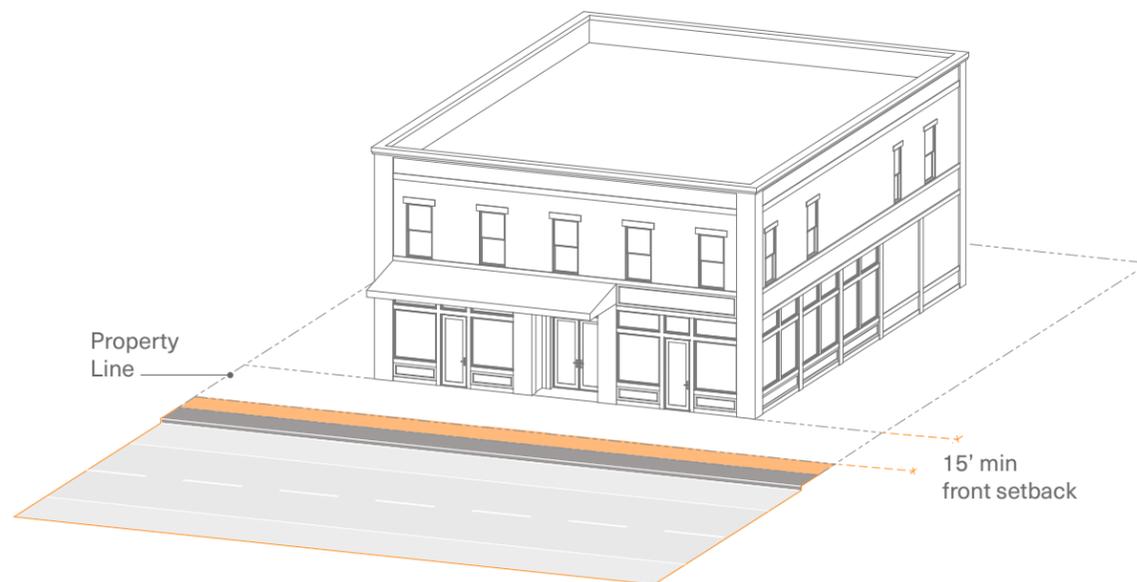
- Precise front and side setbacks by Character Area
- Building Length & Articulation requirements: Max building length at front lot line/ Required articulation
- Maximum distance between building entries



TOWN CENTER FRONT AND SIDE SETBACK

The Horizontal Front Setback in Town Center district ranges from 15' to 20', with a build-to-line approach allowing up to 30' for residential uses. Shared ownership can reduce the minimum front setback to zero; otherwise, it's six to eight feet. Side setbacks require at least 20' for corner side yards to ensure spacing.

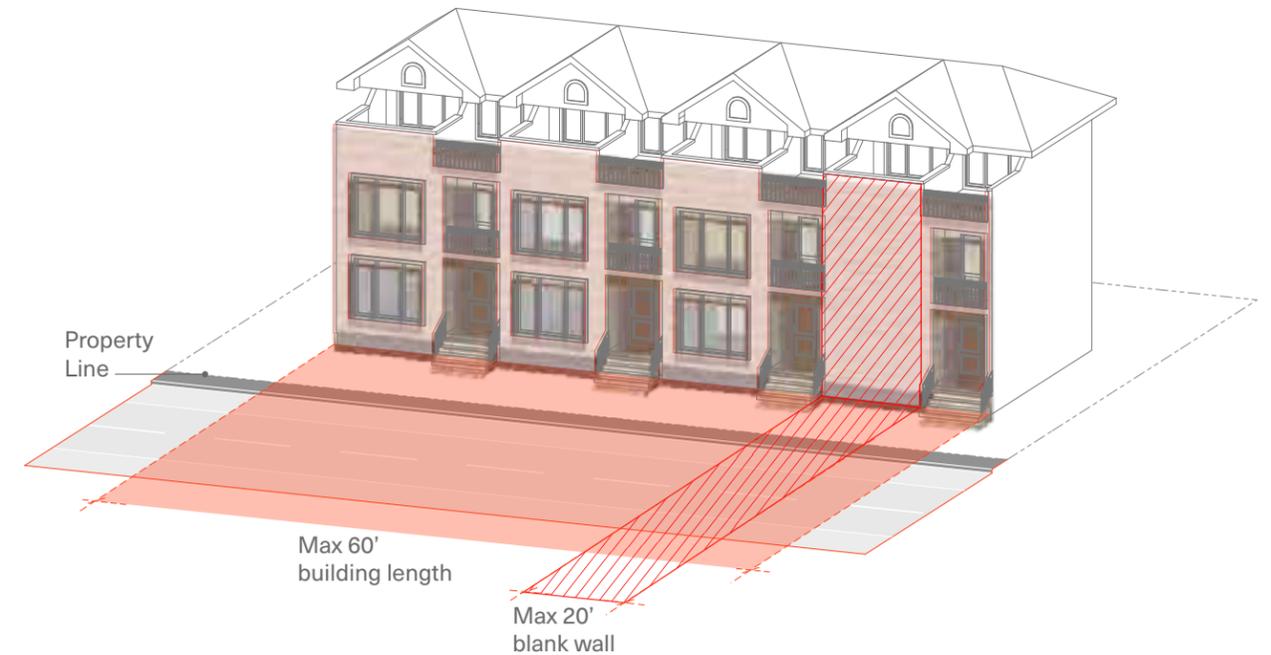
These standards support overall building form and massing, fostering a unified streetscape that respects adjacent development and provides appropriate separation for visual appeal and functional design. These guidelines also promote pedestrian-friendly environments and enhancing street-level interaction.



MAIN STREET MIXED USE BUILDING LENGTH AND ARTICULATION

The maximum building length at the front lot line in Main Street's Civic and Mixed Use district is limited to 60' for individual buildings. In addition, building articulation is required to ensure that no blank wall exceeds 20' in length, with variations in building articulation provided at a minimum every 20'.

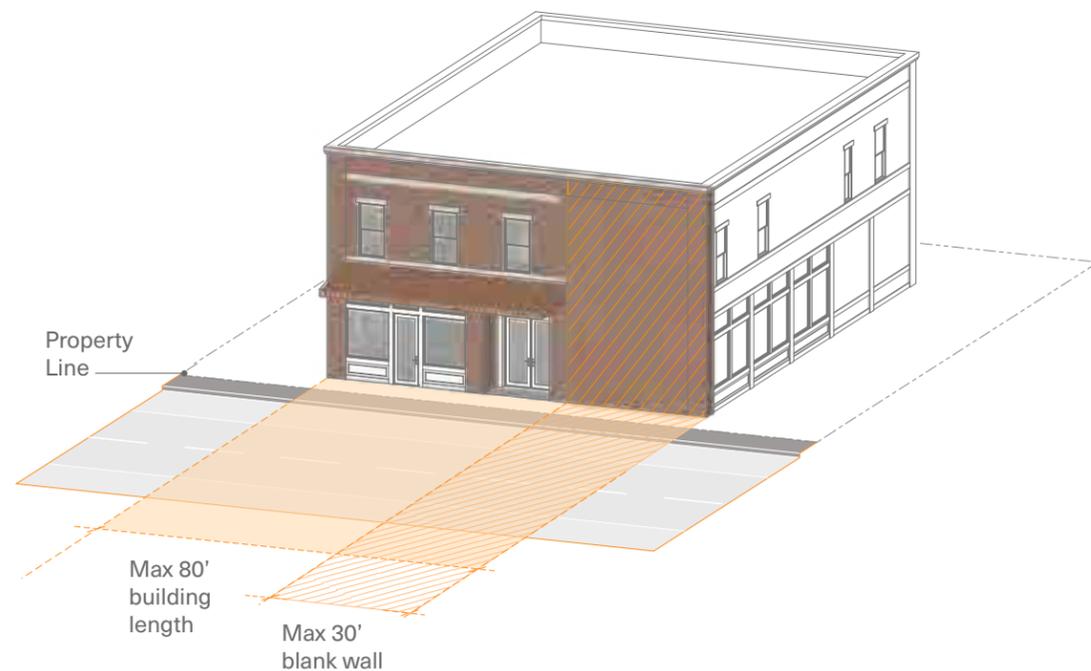
These guidelines create a cohesive streetscape with proper rhythm and scale, enhancing pedestrian comfort and promoting a vibrant, human-scale public realm. They foster social interaction and community vitality by creating accessible, attractive, engaging public spaces that support a strong sense of place.



TOWN CENTER BUILDING LENGTH AND ARTICULATION

The maximum building length at the front lot line in the designated area is limited to 80' for each building. Building articulation is mandatory, with no blank wall exceeding 15 to 20' along the street-facing side. Additionally, variations in articulation must appear at least every 30'.

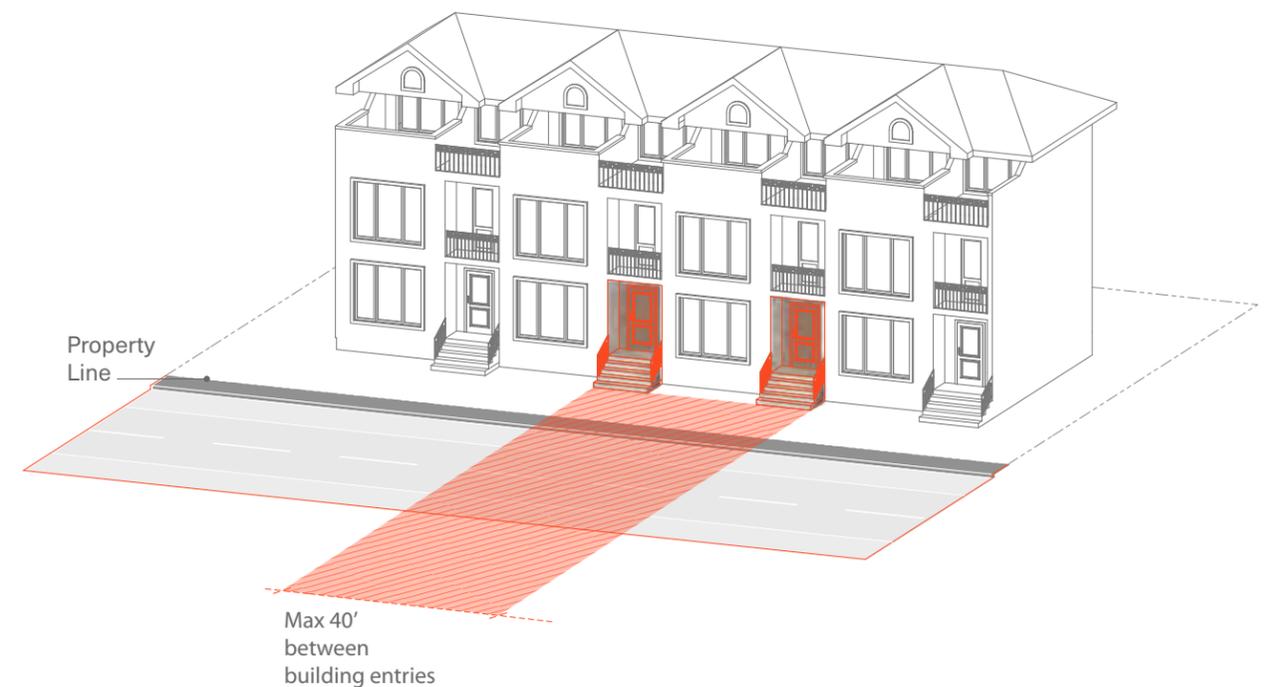
These standards establish a harmonious streetscape rhythm and scale, improving pedestrian comfort and contributing to a lively, human-scaled public environment. This approach encourages social engagement and strengthens community identity by creating inviting, accessible, and dynamic public spaces.



MAIN STREET MIXED USE BUILDING ENTRIES

Ground floor entries must be provided at intervals no greater than every 40' along all retail and commercial frontages.

This spacing ensures active pedestrian engagement, encourages interaction between buildings and the street, and promotes a vibrant streetscape. Consistent and frequent access points support accessibility and create a welcoming environment that enhances the urban experience. Such entry placement fosters social interaction, increases business visibility, and contributes to a dynamic public realm benefiting pedestrians and the surrounding community.

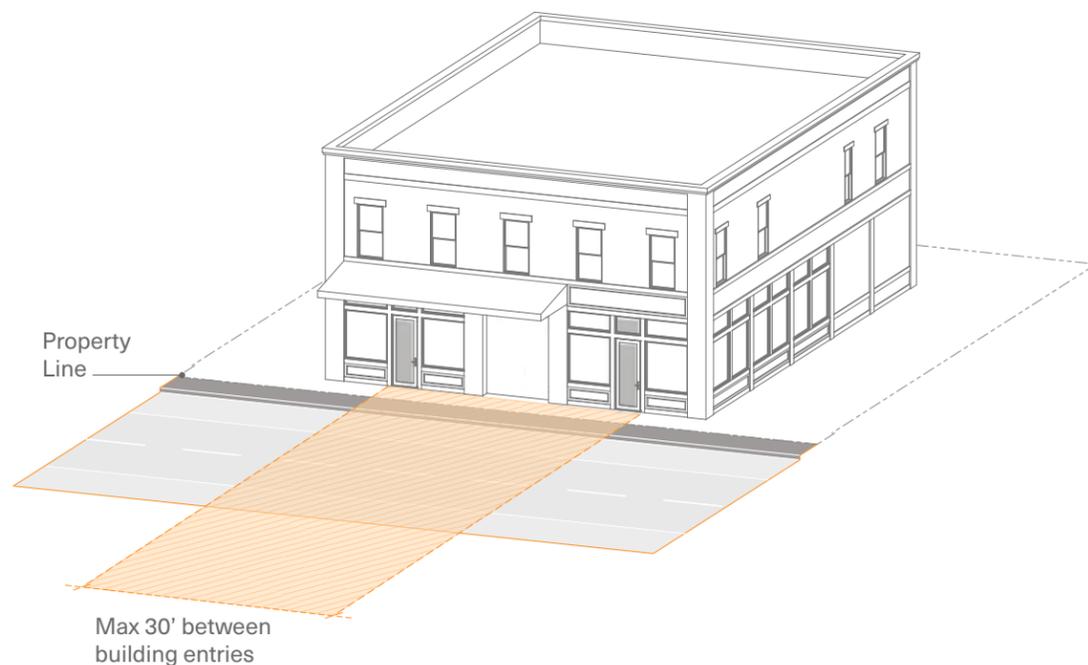


DESIGN GUIDELINES MATRIX

TOWN CENTER BUILDING ENTRIES

Ground floor entries shall be provided at intervals not exceeding 30' along all retail and commercial frontages.

This spacing is intended to promote active pedestrian engagement, enhance the connection between buildings and the street, and cultivate a vibrant, pedestrian-friendly streetscape characteristic of a thriving town center. Well-positioned entries foster social interaction, boost business visibility, and contribute to a dynamic public realm that supports a lively community and encourages walking, gathering, and commerce throughout the town center.



DISTRICTS			
		MAIN STREET CIVIC AND MIXED USE	TOWN CENTER
HEIGHT			
	Maximum Height	34' - 3 stories Min. 6' step back after 2nd story	34' - 3 stories Min. 6' step back after 2nd story
EXTERIOR WALLS AND SURFACES (INCLUDES MATERIALS)			
	Primary Materials	Wood, masonry, brick, stone	Wood, masonry, brick, stone, glass for storefronts
	Secondary Materials	Glass, architectural concrete	Glass, metal panels, architectural concrete
	Prohibited Materials	NA	Stucco, EIFS, siding
	Glazing (Reflective Glass)	Ground floor: none allowed Upper floors: none allowed	Ground floor: none allowed Non-reflective glass storefronts encouraged Upper floors: 25% max
	Mechanical Equipment Requirements (Screening)	Required. Mechanical equipment to be placed on roof tops, side, or back of buildings	
WINDOWS AND DOORS			
	Ground Floor Transparency	Minimum 40% for non-residential	Minimum 60% for non-residential
	Fenestration	Punched window openings required Arched windows allowed	Match cadence and height of fenestration with adjacent buildings
	Balconies	Recessed balconies allowed on front or side. Projecting balconies allowed on rear. Balconies may not extent into the ROW. Minimum depth of 5' and width of 6' required for balconies	

WHAT REMAINS THE SAME

- New construction should respect surrounding historic building heights
- Same primary materials encouraged

WHAT CHANGES

- Height tied to Character Areas as part of build-form expectations
- Primary and secondary materials introduced/ fenestration requirements

MAIN STREET MIXED USE BUILDING HEIGHT

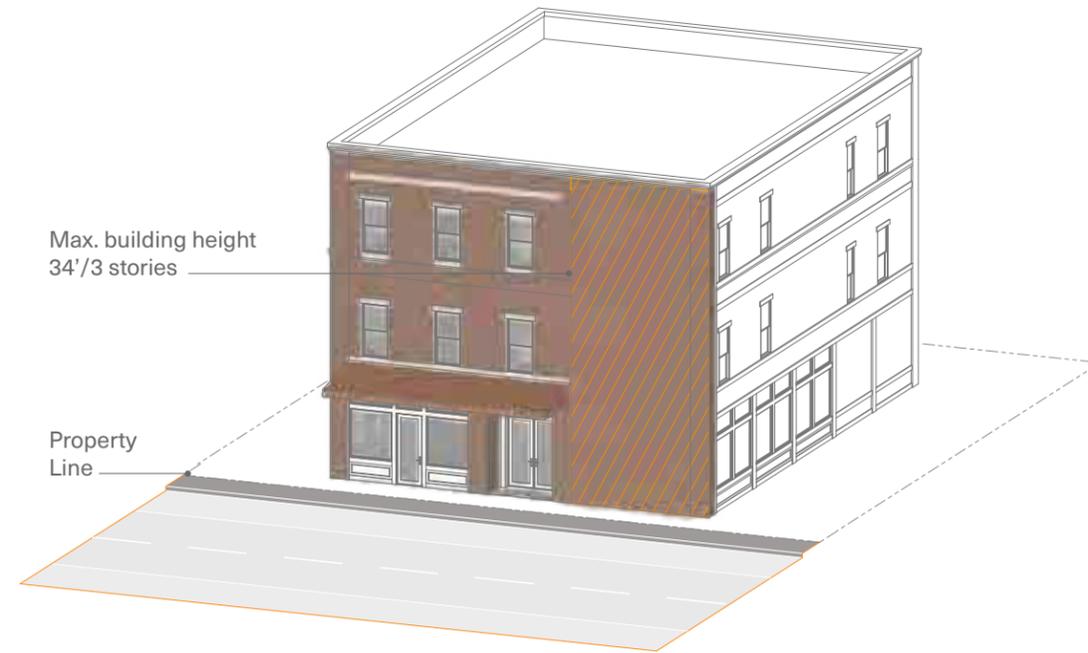
Buildings along retail and commercial frontages have a maximum height of 34' (3 stories). A minimum 6-foot step-back is required after the second story to reduce visual bulk and maintain a human-scale streetscape.

These height and step-back standards improve sunlight and air circulation at street level, creating a more comfortable and inviting urban environment. Together, they contribute to a balanced streetscape that supports both functional and aesthetic urban design goals, enhancing the overall pedestrian experience and neighborhood character.

TOWN CENTER BUILDING HEIGHT

Buildings along retail and commercial frontages in the Town Center district are restricted to a maximum height of 34' (3 stories). This reduces visual bulk and maintain a human-scale streetscape.

These height and step-back requirements ensure ample sunlight reaches the street level while promoting natural airflow, resulting in a comfortable and welcoming atmosphere for pedestrians. This design strategy cultivates a cohesive streetscape that carefully balances practical functionality with visual appeal, enriching the pedestrian experience and strengthening the unique character of the district.



DESIGN GUIDELINES MATRIX

TOWN CENTER GROUND FLOOR TRANSPARENCY AND FENESTRATION

The Town Center district design prioritizes ground floor transparency of at least 60% for non-residential spaces to foster visual connections and active street engagement. Windows and openings align with the rhythm, height, and proportions of adjacent buildings, ensuring architectural harmony.

This strategy creates a cohesive urban fabric, enhances the pedestrian experience, and supports vibrant commercial activity, demonstrating a balance between transparency and aesthetic integration in the district.



DISTRICTS			
		MAIN STREET CIVIC AND MIXED USE	TOWN CENTER
	ROOFING		
	Roof Types	Gabled roof forms	Gabled roofs encouraged for commercial and mixed-use buildings Flat roofs allowed only for commercial buildings. Cornice required for flat roofs
PUBLIC REALM STANDARDS			
	Sidewalks (* see street sections for dimensions)	Min. 6'/ When possible include a 4' planted buffer	Min. 6'/ When possible include a 4' planted buffer or amenity zone
	Trees	When possible include at max. 30' O.C.	Required at max. 30' O.C. for all land use types
	Landscaping	Turf grass not allowed	Turf grass not allowed
ACCESSORY DWELLING UNITS			
	ADU's	Allowed. Detached ADU's to be considered when aligning with MMH study and guidelines	Allowed. Detached ADU's to be considered when aligning with MMH study and guidelines
	Setbacks from Primary Structure	20' min	30' min
	Maximum ADU Height	14' - 1 story	24' - 2 stories
	Maximum Size	800 sf	800 sf Larger ADU's allowed as long as sf is less than 70% of principal dwelling unit
LARGE LOT STANDARDS (LARGER THAN 2 ACRES)			
	Required Development	For lots larger than acres (2) acres in size the entire site should be developed. However, if an applicant is not prepared to develop the entire site at one time, the buildings shall be clustered to one portion of the lot to ensure the street wall is maintained, and to leave a portion of the lot available for potential additional phases of development	
	Setbacks	10' min	15' min

WHAT REMAINS THE SAME

- Requirement for streetscape elements (planters, furniture, trees).
- Encouragement of gathering spaces

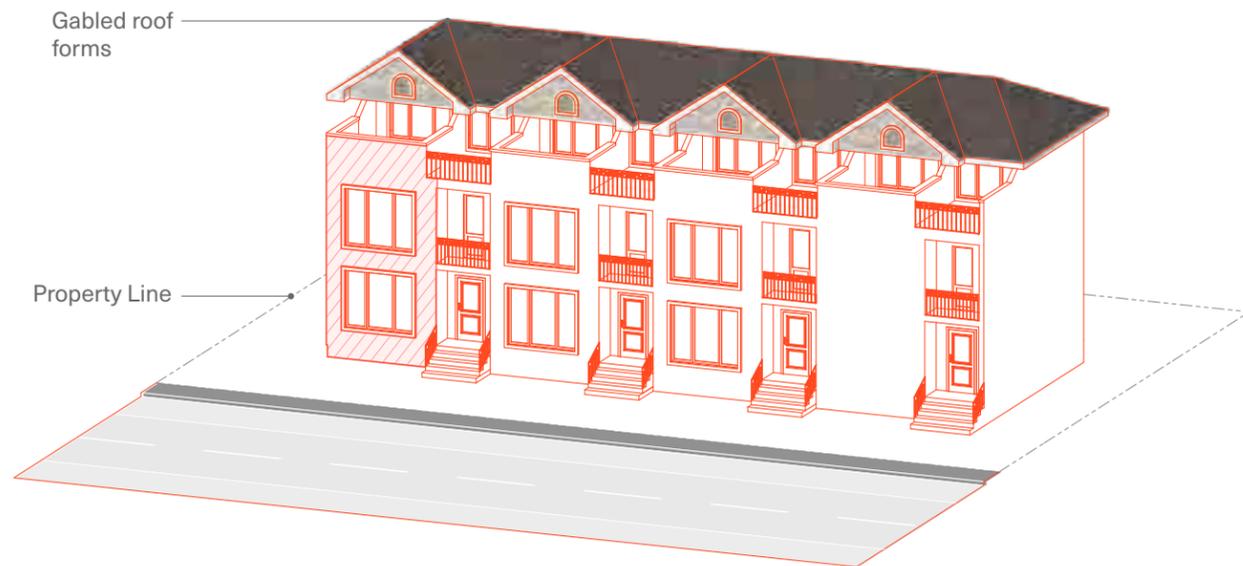
WHAT CHANGES

- Public Realm standards introduced with district specific requirements
- ADU standards/ Large Lot standards introduced

MAIN STREET MIXED USE ROOFING

In Main Street's Civic and Mixed Use district, buildings with gabled roofs greatly enhance the architectural character and pedestrian experience.

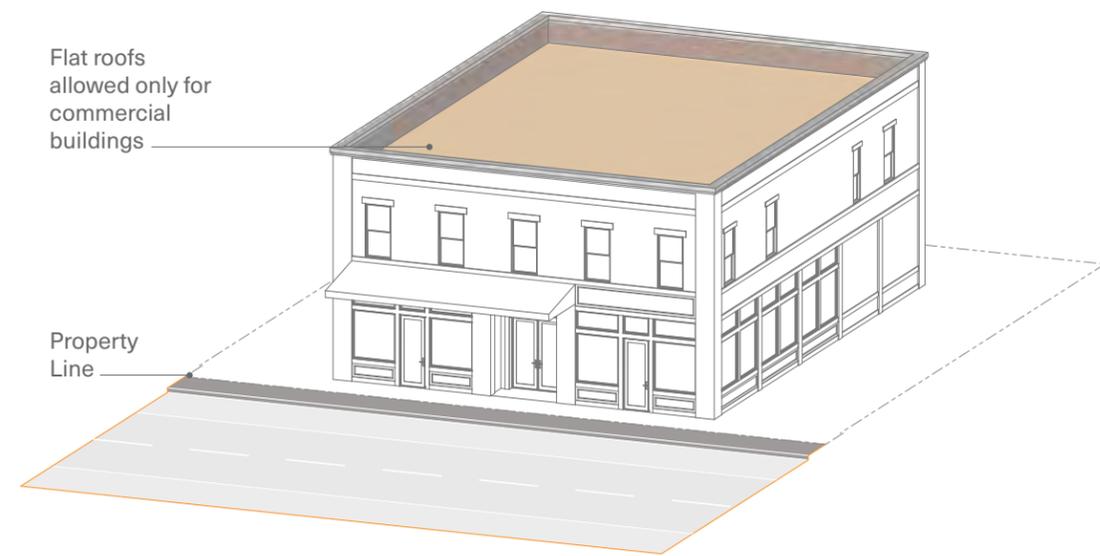
Their classic pitched forms create an engaging roofline that adds rhythm and variety to the streetscape. Gabled roofs establish a welcoming frontage that encourages pedestrian activity. They also provide flexible upper-level spaces often used for residential or office purposes above retail, supporting the mixed-use nature of the area. Overall, gable roofing fosters a balanced urban environment with visual interest, human scale, and functional diversity.



TOWN CENTER ROOFING

In the Town Center district, both gabled and flat roofs are allowed on commercial and mixed-use buildings for their significant contribution to the area's architectural character and pedestrian-friendly environment. Flat roofs can make commercial buildings easy to identify and allow for more floor heights and therefore flexible use.

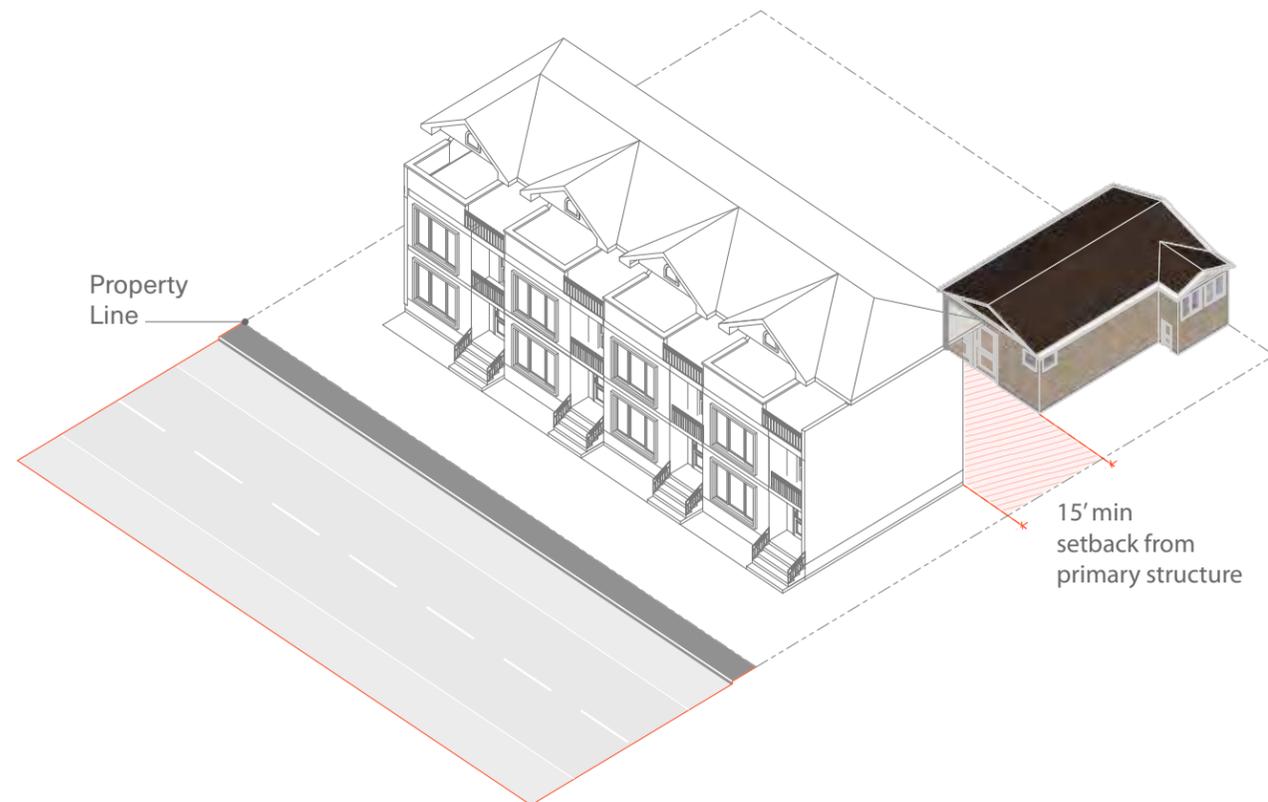
The timeless pitched form of gabled roofs brings rhythm and visual interest to the streetscape, fostering an inviting and dynamic frontage that supports active pedestrian engagement. These roof styles also create adaptable upper-floor spaces, ideal for residential or office uses above ground-floor retail, reinforcing the district's mixed-use objectives.



MAIN STREET MIXED USE SECONDARY DWELLING UNITS

In designated zones permitting Secondary Dwelling Units (ADUs), detached ADUs will be considered following alignment with the MMH study and established guidelines.

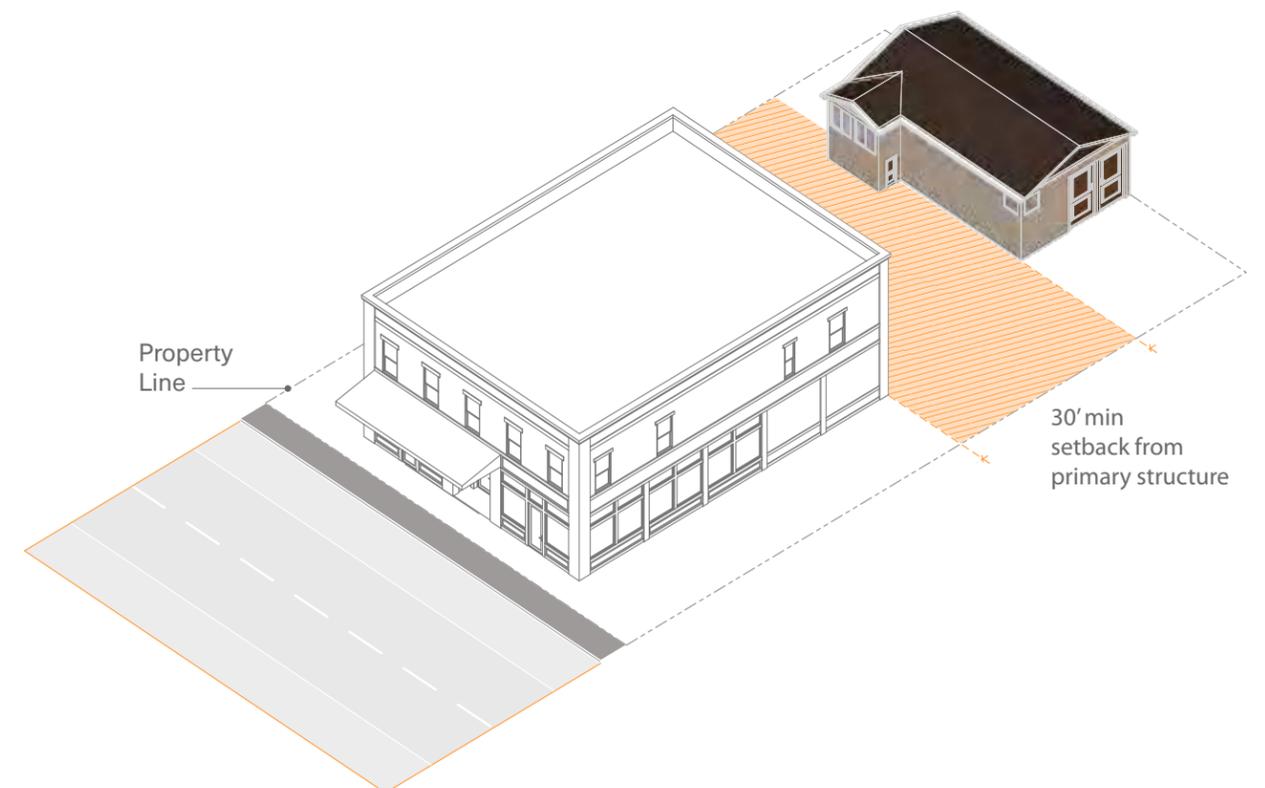
A minimum setback of 15' from the primary structure is required to ensure adequate separation, privacy, and safety. These provisions support diverse housing options while maintaining neighborhood character and community values effectively. Detached ADUs contribute to increased density and offer flexible, affordable, and sustainable living arrangements.



TOWN CENTER SECONDARY DWELLING UNITS

In designated zones permitting Secondary Dwelling Units (ADUs), detached ADUs will be considered following alignment with the MMH study and established guidelines.

A minimum setback of 30' from the primary structure is mandated to ensure adequate separation, privacy, and safety. These requirements promote a variety of housing options while maintaining the character and values of the town center community. Detached ADUs enable increased density without sacrificing open space, supporting flexible, affordable, and sustainable living solutions.



DESIGN GUIDELINES MATRIX

MAIN STREET MIXED USE LARGE LOT STANDARDS

For lots larger than two acres, development standards require the entire site to be developed, but if not done all at once, buildings must be clustered in one area to maintain a consistent street wall and preserve space for future phases.

This clustering enhances urban design by ensuring a cohesive street front that improves pedestrian experience and visual continuity while allowing adaptability. For Main Street Mixed Use district large lots, a minimum 40% lot coverage ensures efficient land use without sacrificing flexibility, balancing walkability, growth potential, and a unified streetscape.



DISTRICTS		MAIN STREET CIVIC AND MIXED USE	TOWN CENTER
	PARKING		
	Location	Should be placed on the side or behind buildings No surface parking allowed at front lot line	Should be placed on the side or behind buildings. Max. 35% surface parking allowed at front lot line
	Driveways	Maximum 15' wide on one side of lot	Maximum 24' wide on one side of lot
	Setbacks and Screening	Follow existing code	Min. 15' planted buffer from adjacent sidewalk or street
	SIGNAGE AND WAYFINDING		
	Materials	Sign materials should be sturdy and generally match the materiality and character of the building. Wood is encouraged. Plastic, vinyl, and similar materials are prohibited Allowed	
Aesthetics	Signage is to be developed with a pedestrian focus; should be aesthetically pleasing; and support the overall character of Alpine City's Main Street district.		

WHAT REMAINS THE SAME

- New construction should respect surrounding historic building heights
- Same primary materials encouraged

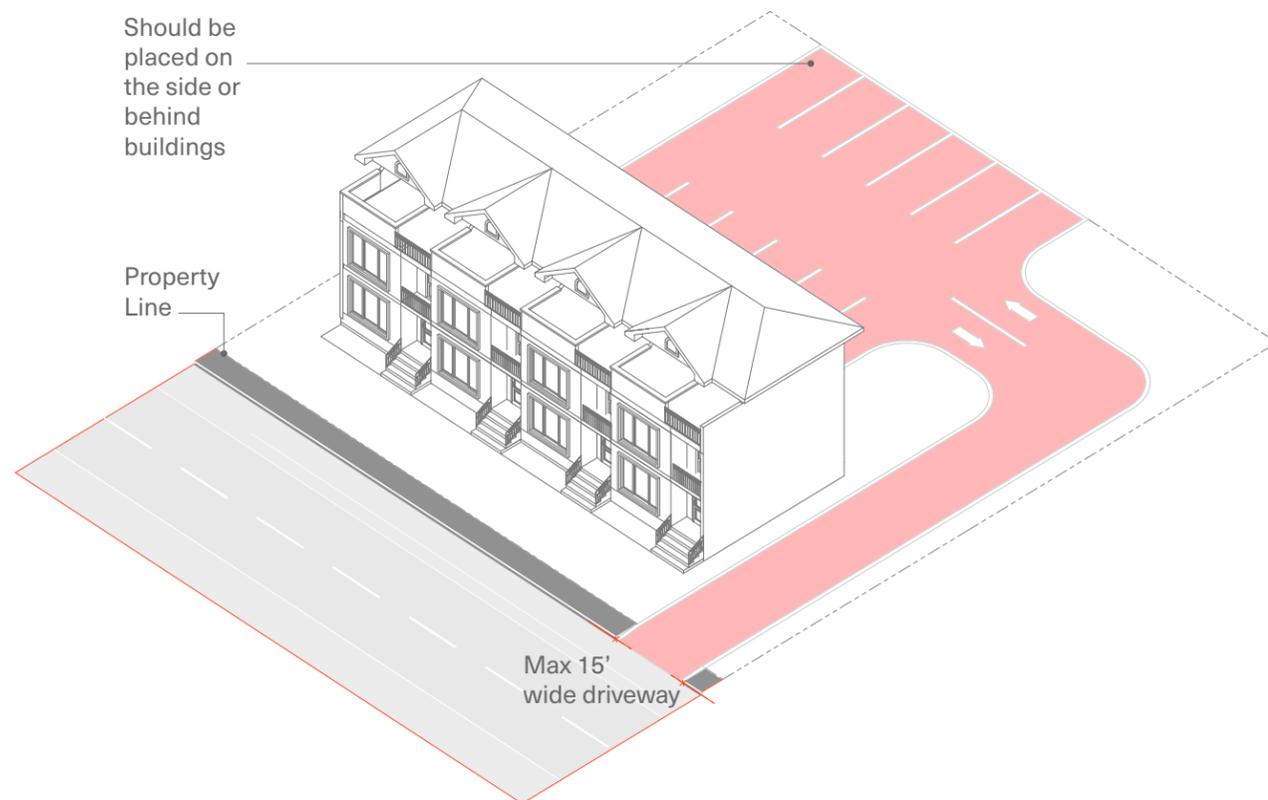
WHAT CHANGES

- Height tied to Character Areas as part of build-form expectations
- Primary and secondary materials introduced/ fenestration requirements

MAIN STREET MIXED USE PARKING

The parking approach for Main Street Civic and Mixed Use District emphasizes placing surface parking on building sides or rear, with no parking at the front lot line, and limiting driveways to 15' on one side. Setbacks and screening follow existing codes.

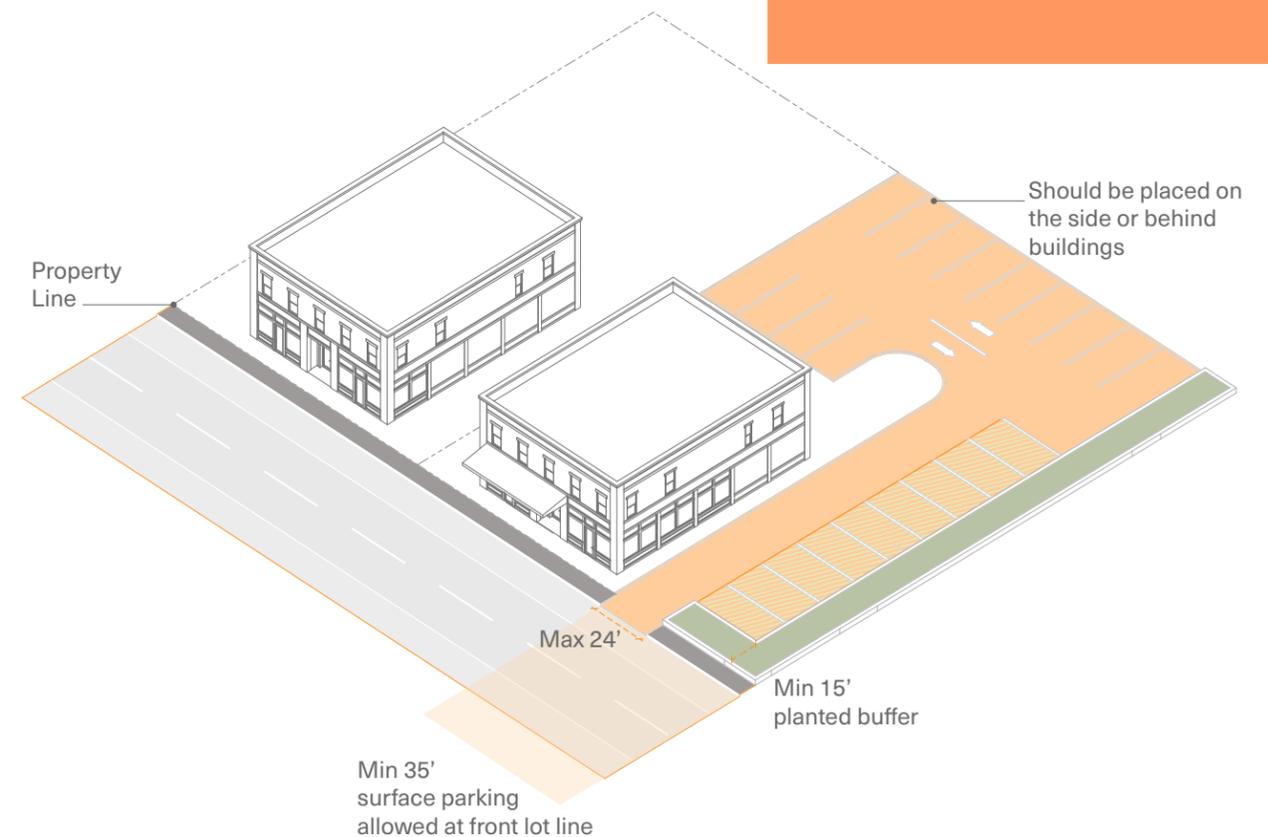
This enhances urban design by prioritizing pedestrian-friendly streetscapes, reducing visual clutter and pedestrian-vehicle conflicts. Avoiding front parking encourages active building frontages and safer, attractive urban environments, supporting sustainable, mixed-use development. This design promotes better access, aesthetics, and functionality in urban planning.

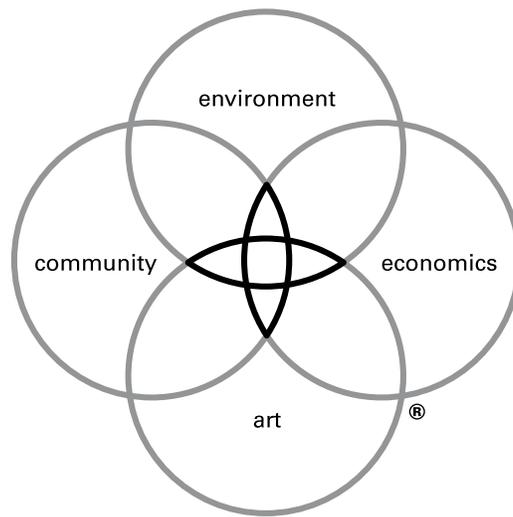


TOWN CENTER PARKING

The Town Center district parking approach locates surface parking to the side or rear of buildings, limiting front lot line parking to 35% or less. Driveways are restricted to 24' wide on one side. A minimum 15-foot planted buffer separates parking from sidewalks or streets, following setback and screening requirements.

This design reduces visual clutter and pedestrian-vehicle conflicts, enhances active building frontages, and creates safer, more attractive public spaces, fostering a vibrant, functional urban environment that encourages community interaction and improves overall streetscape quality.





DW LEGACY DESIGN®

Legacy Design is the defining element of our practice. It is our commitment to an elevated level of design inquiry to arrive at the optimal solutions for clients. The process ensures that our projects reflect the critical issues facing the built environment and that they deliver measurable benefit to clients and communities. It is the foundation of the firm's workshop culture and guides all projects.

ALPINE CITY PLANNING COMMISSION MEETING
Alpine City Hall, 20 North Main, Alpine, UT
February 3, 2026

I. GENERAL BUSINESS

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

Chair: Alan Macdonald

Commission Members: Michelle Schirmer, John MacKay, Greg Butterfield, Jeff Davis, Susan Whittenburg

Excused: Troy Slade

Staff: Ryan Robinson, Marla Fox, Jason Judd

Others: Sheryl Dame, Andrew Young, Craig Skidmore, Judy Jolly, Steve Burrows, Angelica Nash, John Nash, Constance Goeckeritz, Lacie Lawrence, James Lawrence, Bill McGee, Dean Barney

B. **Prayer/Opening Comments:** Susan Whittenburg

C. **Pledge of Allegiance:** Michelle Schirmer

II. REPORTS AND PRESENTATIONS

None

III. ACTION ITEMS

A. **Public Hearing: Addition to Alpine City Development Code 3.34 Views Ordinance**

Ryan Robinson explained that with continued significant homes and accessory structures increasing in popularity within Alpine City, Councilmembers Young and Blackwell have proposed an ordinance that would create standards to limit any potential impacts on neighboring views.

The proposed Scenic Ridgeline, View, and Hillside Protection Ordinance establishes standards to protect Alpine City’s significant mountain, ridgeline, hillside, and Utah Lake views by regulating building placement, height, grading, vegetation, and massing. The ordinance identifies specific protected scenic features and designated public vantage points, establishes objective criteria for evaluating visual and silhouette intrusion, and requires a visual impact analysis for applicable development proposals.

Additional standards address hillside development practices, vegetation management, and mitigation measures to balance scenic resource protection with reasonable use of private property.

Overall, the ordinance provides a comprehensive framework for scenic resource protection and reflects common goals seen in hillside and ridgeline regulations in Utah communities. The primary considerations for the Planning Commission are ensuring the standards remain objective, enforceable, and administratively feasible, while avoiding unintended constraints on reasonable property development or creating conflicts between neighboring property owners.

1 Ryan Robinson said in the General Plan it states we want to promote development designed to
2 preserve the mountain and valley views and this would be adding a new code to reference.

3 Alan Macdonald asked if city staff drafted this ordinance and if the city Attorney had reviewed it
4 for standards, enforcement, and findings. Ryan Robinson said staff did not draft this, it was
5 presented to us by Council members Andrew Young and Sarah Blackwell. He said he spoke to
6 the City Attorney to see if it would meet reasonable standards and be enforceable. The Attorney
7 had questions about the enforceability of this.

8
9 Ryan Robinson said we need to look at standards such as house colors because he doesn't think
10 cities can require houses to have a certain color unless it's in a neighborhood with an HOA.

11
12 Alan Macdonald opened the Public Hearing.

13
14 Bill McGee, Resident, said he helped write this ordinance. He said he's read a couple of dozen
15 similar ordinances like this from other cities including Park City and Sedona Arizona. He said the
16 focus is on documented observable conditions rather than opinion. This is based on fixed viewing
17 locations, existing and proposed borders where ridgeline and skyline is interrupted, the degree of
18 obstruction, and the visual dominance of the structure in relation to the landscape.

19
20 Mr. McGee said to support consistency, which includes a baseline of twenty percent, which is a
21 fairly common standard used in other places. He said the applicant needs to demonstrate that if
22 they've gone beyond that it's because the changes are unavoidable and minimized while still
23 allowing reasonable use of the property. It's twenty percent of a visually meaningful change, not
24 a minor one. It's high enough to avoid over scrutiny of small impact, but small enough to capture
25 real harm.

26
27 Mr. McGee said most people come to Alpine because they love the view, they love the mountains;
28 it is one of the values of living in Alpine. He said what they want to do is make sure that people
29 who come here are not impacted by someone building some monolithic building next door that
30 blocks their view and the value they derive by living in Alpine. He said we're not trying to
31 guarantee views or stop development but avoid unnecessary and irreversible impacts when
32 reasonable design alternatives exist. He said there are mechanisms in this to measure what impact
33 there would be and what would be defined as a reasonable measure of response.

34
35 Jeff Gutfield, resident, asked how this would be enforced.

36
37 James Lawrence, resident, said he owns several parcels on Main Street. He said there is no
38 consistency on Main Street, it is a complete hodge podge. He said when buildings were built here
39 in the past, it has been the opinion of certain people at certain times. He said he doesn't see how
40 you can put a standard on Main Street when every other building looks different going down Main
41 Street, especially when you get to Main Street Court.

42
43 Mr. Lawrence said as far as the views are concerned, he one hundred percent agrees with that but
44 said his issue is that the city has already allowed taller buildings to be built on Main Street and
45 your view depends on where you are sitting how high the building can or cannot be and said it is
46 subjective.

1
2 He said on building uses, we haven't had any clear, precise uses of what we can and can't do in
3 the commercial area.

4
5 Mr. Lawrence said he has met with city staff but feels like it's not going anywhere. He said he's
6 had a plan in with the city for three years, but no-one can tell him if it's approved because the city
7 is working on the Main Street Plan. He said this was supposed to take three to six months and we
8 are three years down the road. He has concerns about it because when he was reading through the
9 verbiage it says to not let anyone tear down existing buildings but let them work with what's there.
10 He asked about the house on Main Street that was torn down. Alan Macdonald said that it was a
11 private residence that Mountainville Academy purchased and had torn down. He said there was
12 some effort by some residents to try and buy it and preserve it as a historical building.

13
14 Mr. Lawrence said he has been waiting for the Main Street Plan to be finished so he can get an
15 answer regarding what he wants to build. He would like consistency and for the city to work with
16 the owners and not against them.

17
18 Ally G. said she respects that homeowners can build on their own property. She said she just
19 wished homeowners would consider their neighbors when they build large buildings that block
20 views.

21
22 Andrew Young, resident, said his grandfather came to Alpine because of the views. He said
23 residents have asked him to do something about the views being blocked by development. He said
24 the goal is to protect the mountain and valley views. How is this enforceable or doable?

25
26 Andrew Young said several cities have done this. He said they have protected scenic views which
27 is different from neighbor to neighbor. He said these cities came up with vantage points where
28 people would look to see if the vantage point is being obscured. He said this could be done at the
29 planning stage. He said the developer would bring these vantage points forward and incorporate
30 them into their plan.

31
32 Andrew Young said he's not sure what the solution is for neighbor to neighbor. He said we need
33 to look at alternative designs.

34
35 Alan Macdonald said we have ordinances that require setbacks on the front, rear, sides, and have
36 height restrictions of thirty-four feet. These ordinances are applicable to all and said he wanted to
37 know if Mr. Young didn't think these ordinances were adequate. Mr. Young said the ordinance is
38 not holding up and is not sufficient. He said the height of thirty-four feet is not working because
39 people are bringing the grade up which makes the home taller. He said there is no rule for how
40 tall a tree can be. House colors should blend in with the mountains.

41
42 Craig Skidmore, resident, said he had to hand it to the city for creating a hillside protection
43 ordinance. He said he sees problems with this plan because of enforcement and neighbor to
44 neighbor issues. He said there is potential to link it back to the hillside protection ordinance but
45 needs more work.

1 Dean Barney, resident, said he used to have a beautiful view but over time, large homes and trees
2 have blocked his view. He said his neighbor bought three lots and built a large gym and wanted
3 to know how that got approved. He said this is an eyesore and wants an answer on how some of
4 these buildings are getting approved.

5
6 Connie Goeckeritz, resident, said she has had a wonderful view and loves all her neighbors who
7 have built regular homes. She said we have all looked out for our neighbors. She said she is not
8 excited about an exotic car garage in the neighborhood. She said they are not homes, and she and
9 her neighbors are broken hearted by what is being built behind her home. She said she appreciates
10 the city looking into this and likes the idea of paint colors blending in with the mountains and not
11 stark white. She is also upset about her expensive things removed from her husband's grave and
12 would like it addressed.

13
14 John Nash, resident, said what is being proposed is needed. He said one day, the smaller homes
15 will be torn down in the small part of town and large homes could be built where they were never
16 intended. He said people move here for the views and if we continue to let this happen, it defeats
17 the purpose. He said we need to preserve what we have, move slower and prevent big
18 development.

19
20 Craig Skidmore asked if we could fine builders or homeowners or tear the building down. Alan
21 Macdonald said we have a code Enforcer on staff.

22
23 Sheryl Dame, asked about lighting, she said there are a lot of really bright lights everywhere. She
24 said the bright holiday lights are intrusive. She said the type and amount of lighting, especially on
25 the hillsides, needs to be addressed.

26
27 Alan Macdonald said we have a fairly extensive light ordinance right down to the number of
28 lumens you can use. It specifies how long you can run lights, how bright they can be, sport court
29 lights, etc.

30
31 Alan Macdonald closed the Public Hearing.

32
33 Jeff Davis asked Ryan Robinson to provide insight into the Hillside Protection Plan.

34
35 Alan Macdonald said this proposal is based on Park City Municipal Code which regulates very
36 specific vantage points which is sensitive land overlay. It only applies to these areas and does not
37 apply to all of Park City. It is a very small area of Park City. It does not apply to their residential
38 areas. He asked Ryan Robinson if Alpine City had anything similar. Ryan Robinson said we have
39 a sensitive overlay and one small subdivision that has height restrictions.

40
41 Alan Macdonald said Park City's vantage points are ski base areas or turnout views. He asked if
42 we have any identified viewpoints that we are trying to protect. He said in his mind he can't
43 envision standing in our parks and having a development obstructing the views to any of the
44 mountain views. Ryan Robinson said the developments coming in are small and he didn't see any
45 obstruction to the views.

1 Jeff Davis said trees are getting taller. He said it depends on where you're at in the city and what
2 your view is depending on what trees are obstructing that view.

3
4 Greg Butterfield said some of the developments are not in the city and we don't have any control
5 over those areas in the County.

6
7 John MacKay said it was brought up that we would enforce this issue at application. He said there
8 is an abundance of rights that come with land ownership. He said we have ordinances that balance
9 the needs of owners. He said this ordinance goes beyond that balance and feels like city
10 involvement would land us in trouble.

11
12 Alan Macdonald asked about a legal non-conforming lots or buildings. Ryan Robinson said
13 existing homes, under this definition, are grandfathered in. There are problems when the home
14 wants to expand, be removed or sold.

15
16 Alan Macdonald read an email from Greg Gordon stating hillside homes would need to trim trees,
17 so they are not too tall or not plan tall trees going forward. He said designs are subjective and
18 homes are being built that are within the code that are blocking views.

19
20 Jeff Davis said our height restriction is to protect views. He asked what the other reasons were for
21 the height restriction. He said maybe it is for safety, fire reasons, infrastructure problems, Geotech,
22 environment constraints, wind, snow, etc. He said thirty-four feet is pretty standard for a
23 residential area.

24
25 Michelle Schirmer said vegetation is a hard one. She said we win some and lose some. If
26 secondary structures are the issue, maybe there would be some way to work on those issues to
27 preserve views for neighbors. She said sometimes the house is fine, but it's the large barn in the
28 back, that's the problem.

29
30 Alan Macdonald said property owners have a right to have trees or a two-story house. If you have
31 a one-story home and your neighbor comes in and builds a two-story home, you are going to lose
32 more than twenty percent of your view. He said he is open to looking at an overly large horse
33 arena, or similar buildings, but said this proposal is too broad and pit neighbor against neighbor.

34
35 Jeff Davis said we have staff that look at the code and apply it to each application. If it doesn't
36 meet the ordinance, it can come before the Planning Commission for an exception. Alan
37 Macdonald said we have reviewed many things and said no to some of them because they didn't
38 meet the ordinance.

39
40 Susan Whittenburg said we have ordinances we try to follow and issues have come before us to
41 review. She said it comes down to integrity, and some people don't care about their neighbor.

42
43 Greg Butterfield said this proposal needs more work because it is too broad. He said he is
44 concerned about the private properties and the trees and would like to see this tabled so more work
45 can be done on it.

46

1 John MacKay said he would recommend denial because there is too much work to be done and
2 doesn't think it can be salvaged. He said this is not a solution. Jeff Davis said he agrees.

3
4 Michelle Schirmer asked what the timetable would be if we tabled this proposal. Ryan Robinson
5 said if you want a quick turnaround, you need to be specific on what points you want addressed
6 and made clear.

7
8 Ryan Robinson said we could look at height limits on accessory structures and where we measure
9 the height from. Currently we measure from average grade, but you could change it to the natural
10 grade.

11
12 Alan Macdonald said we love to see something come to us for those instances and examples that
13 are difficult, but for ninety-nine percent, we have ordinances to mitigate the issues.

14
15 **MOTION:** Planning Commission member John Mackay moved to recommend Denial of the
16 proposed Scenic Ridgeline, View, and Hillside Protection Ordinance (Alpine City Code 3.34),
17 based on the following findings:

- 18
19 1. It imposes unreasonable limitations on a core property right, the *Right of Control* and of *Surface*
20 *and Air Rights* which provide specific rights to build and landscape the land's surface and air
21 above the land. These rights will be found to prevail in the first instance this ordinance was
22 contested in litigation.
- 23 2. Alpine City has very few open spaces left to develop. The proposed ordinance would cause an
24 unmanageable requirement to establish legal non-conforming properties. The vast majority of the
25 city would fall into this category as to render the objectives of this ordinance mute.
- 26 3. Proposed ordinance would create disputes between neighbors placing the city in a position of
27 adjudicating such disputes.
- 28 4. The proposed ordinance could prevent buildable lots from being developed rising to claims from
29 property owners of having the city unfairly exercised eminent domain.
- 30 5. This ordinance attempts to legislate good taste, a concept that we have not attempted to do as a
31 city. We are not an HOA, and we do not create CC&R's beyond basic ordinances.
- 32 6. This Ordinance would primarily be managed by complaint, leaving it to be unevenly enforced.
33 Further it would introduce unintended future violations as landscaping matures.
- 34 7. No development is contemplated adjacent to the 12 public view corridors rendering the ordinance
35 to be of little value.
- 36 8. The Sensitive Land Overlay already addresses concerns regarding silhouette and ridgeline.

37
38 Jeff Davis seconded the motion. There were 6 Ayes and 0 Nays (recorded below). The motion passed.

39 **Ayes:**

40 Michelle Schirmer
41 Greg Butterfield
42 Alan Macdonald
43 Jeff Davis
44 John MacKay
45 Susan Whittenburg

Nays:

Excused

Troy Slade

46
47 **B. Public Hearing: Review Draft of Main Street & Gateway Corridor Master Plan:**
48 **Traffic Management Plan**

1 Planner Ryan Robinson explained that The Alpine City Main Street and Gateway Corridors Small
 2 Area Plan provide a long-term framework to guide land use, transportation, urban design, and
 3 redevelopment along Main Street and the City’s primary gateway corridors. The plan focuses on
 4 improving traffic safety, multimodal mobility, and public spaces while preserving Alpine’s
 5 smalltown character and supporting thoughtful economic development.

6
 7 The Planning Commission has decided to break the plan into sections and provide
 8 comments/feedback instead of reviewing the entire plan at once. Another public hearing
 9 will be held once the chapters pertaining to the Planning Commission have been
 10 reviewed before a recommendation is made to the City Council. The section that will be
 11 reviewed at this time has to do with the Traffic Management portion of the document.

12
 13 The Traffic Management Plan provides detailed, corridor-specific recommendations to
 14 manage vehicle traffic while improving safety and comfort for pedestrians and cyclists
 15 along Main Street and the City’s three primary gateway corridors: Alpine Highway,
 16 Canyon Crest Road, and Westfield Road/200 North. Building on the City’s
 17 Transportation Master Plan and Active Transportation Plan, the chapter emphasizes
 18 speed management, intersection safety, and multimodal connectivity through lane
 19 narrowing, restriping, enhanced crossings, curb extensions, medians, and roundabouts
 20 where appropriate.

21
 22 Key recommendations include short- and long-term bicycle and pedestrian improvements, ADA
 23 upgrades, targeted intersection modifications, and traffic calming measures to support lower
 24 target speeds consistent with the City’s desired land use and redevelopment patterns. Special
 25 attention is given to school-related congestion near Mountainville Academy and to coordination
 26 with UDOT on Alpine Highway improvements.

27
 28 **GENERAL PLAN REFERENCE:**

- 29 ● *Encourage and maintain a safe, convenient and inviting atmosphere for*
 30 *pedestrians within commercial areas by applying the Gateway Historic District*
 31 *Design Guidelines. (Policy 1.4 page 5)*
 32 ● *Preserve and beautify the three gateways into the City so that it is clear that you*
 33 *are entering Alpine. (Policy 1.5 page 5)*
 34 ● *Land zoned as B-C (Business Commercial) shall consist of professional office,*
 35 *retail and other commercial uses serving the community and situated within an*
 36 *environment which is safe and aesthetically pleasing. Limited residential shall be*
 37 *permitted as set forth in the Alpine City Development Code. (Policy 2.2 Page 7)*
 38 ● *Land zoned as TR-10,000 (Town Residential – 10,000 square foot minimum lot*
 39 *size) shall include the area generally located within the originally settled town*
 40 *center of Alpine that is considered appropriate for higher density residential*
 41 *development. (Policy 2.3 page 7)*
 42 ● *Land zoned as CR-20,000 (Country Residential – 20,000 square foot minimum lot*
 43 *size) shall include, but is not exclusive to, traditional agricultural land and land*
 44 *located at a lower elevation that is considered appropriate for medium density*
 45 *residential development. These areas should provide for the perpetuation of the*
 46 *rural and open space image of the City. (Policy 2.4 page 7)*

1 • *Land zoned as CR-40,000 (Country Residential – 40,000 square foot minimum lot*
 2 *size) shall include, but is not exclusive to, land generally located around the*
 3 *periphery of the City center considered appropriate for low density residential*
 4 *development. These areas should provide for the perpetuation of the rural and*
 5 *open space image of the City. (Policy 2.5 page 7)*

6 • *The Gateway Historic District Overlay Zone should maintain a high character of*
 7 *community development by regulating the exterior architecture characteristics of*
 8 *structures that are developed in the center of Alpine City (See Gateway Historic*
 9 *District Design Guidelines). (Policy 3.1 page 9)*

10 • *Promote safe and efficient traffic circulation by following the Street Master Plan.*
 11 *Pedestrian safety shall also be a key focus of the traffic circulation plan. (Policy*
 12 *1.1 page 12)*

13 • *Promote the use of roundabouts or other traffic flow options to prevent the need*
 14 *for stop lights therefore maintaining the historic small-town rural atmosphere.*
 15 *(Policy 1.5 page 12)*

16 • *Seek to attract stable retail businesses that will stimulate economic growth and*
 17 *attract other likeminded businesses to the community. (Policy 1.2 page 28)*

18 • *Seek to attract new low-impact businesses that fit the character and scale of*
 19 *Alpine City. (Policy 1.3 page 28)*

20
 21 Staff recommends that the Planning Commission review the proposed draft of the Main
 22 Street & Gateway Corridor Master Plan and provide any desired edits or feedback
 23 through a formal motion.

24 Staff anticipates incorporating the Planning Commission's comments and recommends
 25 tabling the item, if necessary, to allow time for staff and the consultant team to make
 26 revisions. If the Planning Commission determines that any requested changes are minor,
 27 the Commission may recommend approval of the plan to the City Council with those
 28 changes noted.

29
 30 Alan Macdonald said the area's we are looking at are:

31
 32 Main Street
 33 Alpine Highway
 34 Canyon Crest Road,
 35 Westfield Road
 36 2nd North

37
 38 He said the area we are looking at on Main Street is by Mountainville Academy. He said there is
 39 a recommendation to prohibit left-hand turns. He said Alpine City has purchased the lot behind
 40 Alta Bank which could be used to help with school traffic.

41
 42 Alan Macdonald talks about bike lanes, travel speeds, and the roundabout. He said the road
 43 south of the roundabout belongs to UDOT and we don't have much control over it. He said
 44 Canyon Crest Road has a couple of options with either creating a left-hand turn or convert the
 45 intersection to an always stop.

1 John Mackay asked about a roundabout by the school. Ryan Robinson said he didn't think that
2 was happening. It would take part of the park and isn't feasible.

3
4 Susan Whittenburg asked about the school staggering start and end times or come up with a
5 different drop-off and pick-up area.

6
7 Michelle Schirmer said Mountainville should solve their traffic issues, and it doesn't seem like
8 they are doing anything about it. Alan Macdonld said because they want to add on to the school,
9 it gives the city an opportunity to negotiate the traffic issues.

10
11 Jason Judd said there is a group that is meeting and trying to come up with solutions. Susan
12 Whittenburg asked if the school is coming up with solutions because she is concerned that
13 someone is going to get hurt there. Jason Judd said they are not, but they seem to be willing to
14 come to the table because they want their addition. He said there is a study about putting the
15 crosswalk that is at the bank to right in front of the school.

16
17 Greg Butterfield said a median might help because you can't go over a median. He said he
18 doesn't like the double left-hand turn, but that forces people to turn right, make a U-turn, or go
19 through the subdivisions. He did see where it states you can't park on the side of the road down
20 by the fruit stand but suggested something similar for the school area. He said cars are parked on
21 the street and doors are being opened with kids jumping out right next to the traffic. He said the
22 school needs to help solve the problem.

23
24 Alan Macdonald said we have this plan that we need to make recommendations for and this is
25 including all best efforts of Mountainville and the city to mitigate and or solve the Main Street
26 traffic congestion issue.

27
28 Michelle Schirmer said speed calming measures are expensive. She said we should lower the
29 speed limit on all of these streets to twenty-five miles per hour. She said we should work with
30 UDOT to lower the speed on Alpine Highway; we work with the city to lower the speed limit on
31 Main Street to twenty-five miles per hour, we work with the speed on Canyon Crest. She said we
32 could post messages to the public to make them aware of the problems and then maybe we could
33 put in some of these traffic calming measures.

34
35 Michelle Schirmer said the roundabout is going to happen on Canyon Crest. The city has
36 purchased the property on the corner of Ridge Drive and Canyon Crest. She said she hopes the
37 roundabout is small and that we lower the speed. She said she would like to target some of these
38 traffic calming measures and prioritize them, so the money is used wisely.

39
40 Greg Butterfield asked why the cost of traffic calming measures can't be paid for by traffic tickets.
41 He said it seemed like the Police Chief could be asked by staff to give tickets to speeders. Michelle
42 Schirmer said the police say they don't have enough staff to give tickets because they're out doing
43 more important things. Maybe more tickets could help pay for an extra officer.

44
45 The Planning Commission had a discussion about how to slow the speed in the city and how to get
46 the word out.

47

1 C. **MOTION:** Planning Commission member Michelle Schirmer moved to Table the Main Street &
2 Gateway Corridor Master Plan: Traffic Management Plan until a future meeting with these
3 recommendations:

- 4
- 5 1. Reduce Main Street speed to 25 mph.
- 6 2. Temporary no left turn during school drop off and pick up.
- 7 3. Use temporary bollards instead of a permanent median for traffic safety.
- 8 4. No roundabout at 120 South.
- 9 5. Lower Canyon Crest to 30 mph before adding other traffic calming measures.
- 10 6. Prioritize Roundabout at Ridge Drive and Canyon Crest.
- 11 7. Work with UDOT to lower speed on Alpine Highway.

12
13 Jeff Davis seconded the motion. There were 6 Ayes and 0 Nays (recorded below). The motion passed.

14 <u>Ayes:</u>	14 <u>Nays:</u>	14 <u>Excused</u>
15 Michelle Schirmer		15 Troy Slade
16 Greg Butterfield		
17 Alan Macdonald		
18 Jeff Davis		
19 John MacKay		
20 Susan Whittenburg		

21
22 **IV. COMMUNICATIONS**

23 The Planning Commission said the training video was very good.

24
25 **V. APPROVAL OF PLANNING COMMISSION MINUTES:** January 20, 2026

26
27 **MOTION:** Planning Commissioner John Mackay moved to approve the minutes for January 6, 2026, as
28 written.

29
30 Jeff Davis seconded the motion. There were 6 Ayes and 0 Nays (recorded below). The motion passed.

31 <u>Ayes:</u>	31 <u>Nays:</u>	31 <u>Excused:</u>
32 Michelle Schirmer		32 Troy Slade
33 Susan Whittenburg		
34 John MacKay		
35 Greg Butterfield		
36 Alan Macdonald		
37 Jeff Davis		

38
39 **MOTION:** Planning Commission member Susan Whittenburg moved to adjourn the meeting.

40
41 Greg Butterfield seconded the motion. There were 6 Ayes and 0 Nays (recorded below). The motion
42 passed.

43 <u>Ayes:</u>	43 <u>Nays:</u>	43 <u>Excused:</u>
44 Michelle Schirmer		44 Troy Slade
45 Susan Whittenburg		
46 John MacKay		
47 Greg Butterfield		
48 Alan Macdonald		
49 Jeff Davis		

50
51 The meeting was adjourned at 8:40 p.m.