



ALPINE CITY COUNCIL AGENDA

NOTICE is hereby given that the **CITY COUNCIL** of Alpine City, Utah, will hold a Public Meeting on **Tuesday, March 24, 2026, at 6:00 pm**, at 20 North Main Street which can be viewed on the **Alpine City YouTube Channel**. A direct link to the channel can be found on the home page of the Alpine City website: alpineut.gov. Public comments will be accepted during the Public Comment portion of the meeting.

I. CALL MEETING TO ORDER

- A. Roll Call Mayor Carla Merrill
- B. Prayer Chrissy Hannemann
- C. Pledge Brent Rummeler

II. CONSENT CALENDAR

- A. Approve Minutes from the March 10th City Council Meeting
- B. Approval to Declare Equipment as Surplus

III. PUBLIC COMMENT

IV. REPORTS & PRESENTATIONS

- A. Highland/Alpine Chamber of Commerce (10 minutes)
- B. American Fork Chamber of Commerce (10 minutes)

V. DISCUSSION ITEMS

- A. Proposal to Reallocate Funds from the Bookmobile to the Alpine Library (20 minutes)
- B. Proposed Code Amendment to Allow Indoor Self-Storage Units and Condo Luxury Garages (30 minutes)

VI. ACTION ITEMS

- A. Public Hearing: Ordinance 2026-07: FY2026 Mid-Year Budget Adjustment (20 minutes)
- B. Approval of Fire Station Addition/Community Center Project Budget (30 minutes)

VII. STAFF REPORTS

VIII. COUNCIL COMMUNICATION

- IX. **CLOSED MEETING:** Discuss litigation, property acquisition, or the professional character, conduct, or competence of personnel

Mayor Carla Merrill
March 20, 2026

THE PUBLIC IS INVITED TO PARTICIPATE IN ALL CITY COUNCIL MEETINGS. If you need a special accommodation to participate, please call the City Recorder's Office at (801) 756-6347 x 3.
CERTIFICATE OF POSTING. The undersigned duly appointed recorder does hereby certify that the above agenda notice was on the bulletin board located inside City Hall at 20 North Main Alpine, UT. This agenda is also available on our website at alpineut.gov and on the Utah Public Meeting Notices website at www.utah.gov/pmn/index.html

ALPINE CITY COUNCIL MEETING

March 10, 2026

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

I. CALL MEETING TO ORDER

- A. Roll Call Mayor Carla Merrill
 The following were in attendance at the anchor location, which constituted a quorum: Sarah Blackwell, Chrissy Hannemann, Andrew Young, Brent Rummmler, and Jessica Smuin.
 Staff: Shane Sorensen, Ryan Robinson (Zoom), Steve Doxey (arrived later because of closed freeway), Chief Brian Gwilliam, Chief Brian Patten, Heidi Smith, and DeAnn Parry
 Others: David Mortensen, Dan Jimenez, Mario Jimenez, Jake Wilder, Charlie Thurston, Sheryl Dame, Steve Burrows, Sullivan Love, Dave & Keri Witbeck, Bryan Irving, Jeff Gaptill, Michael & Darcy Kennedy
- B. Prayer Sarah Blackwell
- C. Pledge Andrew Young

II. CONSENT CALENDAR

- A. Approve Minutes from the February 24th City Council Meeting
- B. Approval of 300 North Well Modifications – Delco Western: \$114,037.39
- C. Resolution R2026-12: Appointing a Committee Member and an Alternate Committee Member to the Mountainland Association of Governments Metropolitan Planning Organization Technical Advisory Committee (TAC)

Shane Sorensen explained that last bid for the 300 North Well came in around 4:00 pm today. This is one of our smaller wells and supplies water to the PI system in the middle zone. The water level has dropped significantly over the years, so it needs a new pump and motor. When running efficiently, it can pump about 600 GPM (the Healey well pumps around 3,200 GPM).

City Engineer Jason Judd said considering the issues, staff think it is best to install a new 200 HP motor now. The old motor is over 20 years old and is 300 HP, so it will be more cost effective to replace it now rather than paying to remove and install a new motor separately in the future. A Variable Frequency Drive (VFD) will also be installed, which will allow the motor to utilize different rates and flows. Delco Western has done good work for us in the past and they provided the lowest bid.

Council and staff discussed related issues:

- The current well pump is worn out from pumping sand. A sand separator will be installed to help preserve the new pump, and the VFD with a reduced flow will help with longevity. The old motor can be sold as surplus.
- Repairs and modifications should be completed as quickly as possible because we will need all our water sources this summer.
- An electrical contractor will connect the components and could do some work while parts are being shipped.

Regarding Item C, Andrew Young asked if a legislator could serve on the MAG TAC committee. Mayor Merrill and Shane Sorensen explained that the Technical Advisory Committee is made up of city administrators and engineers. Recommendations from the TAC are then sent to the Executive Council, which is a group of elected mayors.

Motion: Chrissy Hannemann moved to approve the Consent Calendar and to accept the Delco Western bid for well modifications. Brent Rummmler seconded the motion. The motion was approved unanimously.

1 III. PUBLIC COMMENT

2 **Mario Jimenez** – *Whitby Woodlands Drive, Alpine*

3 *Mario previously sent information to the council in an email and thanked them for their dedication to serving*
 4 *our city. Mario is seeking to have the Municipal Code updated for golf carts on public streets. Current code is*
 5 *vague and ambiguous about what is and is not allowed. The number of golf carts on streets are likely to*
 6 *increase, as they have lower carbon emissions and are easy to maneuver and park. Many communities*
 7 *encourage the use of golf carts, which are especially helpful for senior citizens. Highland City has an ordinance*
 8 *(10.08.060) which was updated in 2025 and effectively mirrors the language from Utah State Code. Because*
 9 *the Lone Peak Police Department provides enforcement for both cities, it would be ideal if the codes were*
 10 *equivalent. Mario met with Code Enforcement Officer Don Quigley last week and he expressed support for the*
 11 *code updates.*

12

13 **Dan Jimenez** – *City Council Relations Chair for Mountainville Academy, Coventry Lane, Alpine*

14 *Dan said that Mountainville Academy (MVA) supports the recommendations in the traffic study by Fehr &*
 15 *Peers. The use of the city's property on 100 South along with other improvements would increase the capacity*
 16 *for on-site drop-offs and pick-ups and provide a better staging area for students and cars. They are happy to*
 17 *test the Red Pine Drive staging suggestion, explore the addition of a sidewalk on the south, and move the Main*
 18 *Street crosswalk to the south. The school is ready to allocate funds to optimize this plan.*

19

20

21 IV. REPORTS & PRESENTATIONS

22 **A. Main Street Traffic Study Review – Fehr & Peers**

23 Shane Sorensen explained that the idea of moving the crosswalk near Mountainville Academy (MVA) was
 24 mentioned during Council Communications at the November 11, 2025, City Council meeting. The required
 25 warrant study for this type of change was discussed briefly at the special meeting on November 18, 2025.
 26 At the January 13, 2026, meeting the council approved the proposal for Fehr & Peers to conduct a study
 27 for the Main Street crosswalk and related items. Michael Adamson, engineer with Fehr & Peers, is
 28 attending by Zoom tonight to provide information and answer questions.

29
 30 Michael Adamson (on Zoom) said that the purpose of the study was to warrant whether the crosswalk
 31 could be moved, explore how it would impact routing, and to evaluate ways to further mitigate traffic
 32 issues and safety concerns related to MVA during pick-up and drop-off times. The pedestrian crossing is
 33 the source of a great deal of congestion for north and southbound traffic during these times. Parents are
 34 currently staging primarily on Main Street, 100 South, and Center Street. Cars pulling into traffic from the
 35 shoulder, shooting the gap, and making illegal U-turns create a safety hazard.

36
 37 One of the main recommendations from the Hales Engineering study was to shift the crosswalk south to
 38 align with the onsite pedestrian area. This would remove conflicts with vehicles turning right out of the
 39 parking lot and move the queue more quickly. If left turns were eliminated, it would result in the rerouting
 40 of 190 vehicles in the morning and 130 vehicles in the afternoon. Potential choke points with rerouting
 41 would be the Canyon Crest Road and Ridge Drive intersection, and the Main Street and 200 North
 42 intersection to Westfield Road. In analyzing these points, Fehr & Peers did not see any issues that were not
 43 already being addressed by larger city plans.

44
 45 The studies predict that staging on Red Pine Drive would operate acceptably and allow vehicles to move
 46 off Main Street and away from the areas by City Hall. However, it would also increase pedestrian traffic
 47 to the south and affect that neighborhood. A pilot program is the best way to evaluate actual results.

48
 49 In summary, the recommendations from Fehr & Peers are to:

- 50 • Construct a north egress consistent with Option 2A of the original traffic study,
- 51 • Relocate the crosswalk to align with the onsite pedestrian walkway,
- 52 • Restrict left turns at the main school campus during pick-up and drop-off periods,
- 53 • Restrict staging on Main Street, 100 South, and 120 South,
- 54 • Shift pilot staging to Red Pine Drive. If this is successful, an on-site pedestrian route and a
 55 sidewalk along the south edge of the school would be needed.
- 56 • Maintain the queue storage along the shoulder on northbound Main Street, as it does not seem
 57 to affect the non-school northbound traffic.

1
2 Mr. Adamson invited questions from the council.
3

4 1) *How would moving the crosswalk north of the MVA exit affect right turns?*

5 Fehr & Peers received this option yesterday, so there was no time for a formal analysis. It appears
6 that moving the crosswalk to this point would essentially net the same result we see now, which is
7 when the students are crossing, no right turns can occur. We would experience similar storage issues
8 on site.
9

10 2) *Red Pine Drive is home to many of our senior citizens, so EMS responses will likely be more frequent.
11 How would this factor in?*

12 Fehr & Peers engineers visited the site and observed the seniors out walking in the neighborhood.
13 This is one reason they recommend a pilot program before making a permanent decision to allow
14 staging there. We can observe emergency response situations and see if the neighborhood is
15 comfortable with this solution.
16

17 3) *Some engineers have suggested a median to restrict left turns. MVA is concerned about this as a
18 permanent solution.*

19 A median would block access to the businesses on the west side of the street and is a large intervention
20 for a problem that happens only twice a day. Temporary blocking with cones during high-volume
21 times would allow evaluation of the traffic flows.
22

23 4) *What about traffic calming measures like curb extensions?*

24 More traffic calming around a crosswalk is always good, but the city would need to consider the
25 trade-offs. With curb extensions there are additional considerations like accommodating bicycle lanes
26 on one or both sides of the street. The plans for Main Street as a whole need to be considered.
27 Snowplow drivers would need training to navigate the extensions properly, and curbs must be
28 designed so they do not negatively impact emergency response.
29

30 5) *Can a crossing guard legally stop cars trying to enter the school site from Main Street so students
31 could walk south to the Red Pine staging area?*

32 This question would best be answered by the Police Chief.
33

34 6) *If the crosswalk is moved between the MVA entrance and exit, would holding back pedestrian
35 students until the carpools cleared be advisable?*

36 A downside would be the delay for students walking to the Red Pine staging area for pick-up. Also,
37 if left turns are restricted, there would be no gaps created by cars stopping for students to cross to
38 allow the school traffic to turn right. On the positive side, removing pedestrians from heavy vehicle
39 traffic times is safer. Activation of the school zone flashing signs would need to be timed so proper
40 speed limitations are in place.
41

42 7) *If we had a worst-case scenario and MVA decided they did not want to work with us on cones, a
43 pedestrian refuge, or a new sidewalk, would we want a solid median?*

44 This scenario would require more exploration, and the location of the crosswalk would be in question.
45 We cannot have left turns going through the crosswalk, so collaboration is necessary in solving the
46 problem.
47

48 8) *What about requiring buses for MVA students?*

49 This option has been discussed with staff and would involve a much bigger investment and require
50 deeper collaboration with the school. It is not a near-term solution.
51

52 Mr. Adamson explained that the report mentioned a Danish offset crossing, but this is only possible with
53 a permanent median in place. A standard zebra striped crossing would be recommended here.
54

55 Shane Sorensen mentioned that the suggested red curb painting would only apply to school crosswalk
56 locations, as the intersections already have red curbing of 30 feet in each direction.
57

1 It was also suggested that curbs at driveways on Main Street be painted red to help prevent them from
 2 being blocked by cars waiting in the queue.
 3

4 9) *What about allowing staging on 120 South, west of Main Street?*

5 The study is primarily about Main Street. Staging on 100 South and 120 South would be more about
 6 the neighborhood effects than operations, and this decision would be up to staff and council
 7 discretion. From a safety and operations standpoint, Main Street north of 100 South should be a no
 8 staging area.
 9

10 10) *Can we create efficiency with a second MVA egress, while still allowing left turns and sending the
 11 southbound cars out of town instead of through the neighborhoods?*

12 The chief focus of the study was on how to improve conditions on Main Street and disperse the traffic
 13 without major adverse impacts on other areas. If a second egress were created, some drivers would
 14 opt to go right and travel the alternate routes. If the majority of the vehicles continued to turn left on
 15 Main Street, we would not consider that movement to be protected. There may be cars waiting at the
 16 crossing and blocking access. There is a lot of north and southbound traffic as well as frequent
 17 crossings by students. The crossing guards try to move blocks of students at a time, rather than
 18 continually blocking traffic with a trickle of students, so there would be stretches when left turns
 19 would not be possible. If you bundled the left turns with the crosswalk, it would require a much more
 20 trained individual than a crossing guard to regulate that. We would likely need a dedicated police
 21 officer during peak times so that the students would not be in danger. More research would be needed
 22 before we could recommend this approach.
 23

24 Jessica Smuin said she visited the site today and counted a ratio of 5:1, with five cars going left and one
 25 car turning right out of the school. She mentioned Andrew Young's suggestion that we send the cars
 26 back out the way they came and wondered if we could use two crossing guards at the school site and
 27 model another option.
 28

29 Mr. Adamson said that based on the traffic data collected by Fehr & Peers and the previous consultants the
 30 ratio is more like 2:1, with two left turns for every right turn. He has seen the left turn model
 31 implemented at other schools, but it was not on the city's main street. With our high traffic volume,
 32 further exploration of the impacts would be needed before it could be considered a viable option.
 33

34 11) *Should we pilot moving the crosswalk to the south and do a second test with a north crosswalk
 35 location?*

36 A crosswalk pilot would be more expensive/permanent because the lines would have to be painted
 37 on the street. Other solutions such as using cones or temporary curbs would give more flexibility as
 38 we observe operational conditions. The proposal suggests painting zebra stripes at the new south
 39 crosswalk, but that the 100 South crosswalk be left as a traditional crossing. We do not want to
 40 encourage students to cross there.
 41

42 12) *How do these decisions affect the need for a roundabout at Canyon Crest and Ridge Drive?*

43 The study did not analyze what the traffic increase that might occur if MVA creates a north egress,
 44 but we are close to needing that roundabout even without the rerouting of right hand turns from MVA.
 45

46 Mayor Carla Merrill invited Police Sergeant Charlie Thurston to the mic. Because he has seen the situation
 47 and the behavior of the students, parents, and other drivers, she asked for his opinion on the
 48 recommendations and what would help safety and traffic flow.
 49

50 Sgt. Charlie Thurston said that moving the crosswalk south would be advantageous because it shifts the
 51 pedestrians away from 100 South and 120 South. It would also allow students who are waiting to cross
 52 to gather on school property, instead of blocking the sidewalk or the bank entrance. From his
 53 experience watching officers try to direct traffic at an accident site, even if there is a police car with
 54 red and blue flashing lights, vehicles still try to skirt around and go through the intersection. He thinks
 55 the biggest downside to having the crosswalk to the north of the current egress is that it will become
 56 blocked.
 57
 58

1 13) *What is the problem with cars queuing on Main Street?*

2 Sgt. Thurston said that the queued cars can be an annoyance for people who live or have business on
3 Main and whose driveways are blocked. Main Street becomes wider as you go toward the roundabout.
4 If parents would queue on the west side of the street, it would be safer than waiting at Legacy Park
5 and doing a U-turn. Also, parents driving around the block to travel south is preferable to darting
6 into traffic with a left turn.
7

8 Brent Rummler commented that people will always find the shortest route. If we restrict pickup north of
9 100 South, they will find other places, like Main Street Court. We are never going to get all the traffic
10 off Main Street but dispersing it so it does not burden one area would help. Enforcement of the
11 restrictions, especially at the beginning of the school year, will be vital.
12

13 Mayor Carla Merrill asked Police Chief Brian Gwilliam if they were ticketing cars that park on red curbs
14 during pickup times.
15

16 Police Chief Brian Gwilliam said that it depends on the day and the availability of officers. Sometimes
17 they issue warnings and sometimes it is a citation. With the traffic volume, it is difficult to conduct
18 enforcement in a full-sized vehicle. It is much better for officers to be on foot or on a motorcycle. The
19 Chief is grateful that we have the study data and is hopeful we can find the right solutions. He
20 appreciates the good relationship with MVA.
21

22 14) *What are the considerations with crossing guards?*

23 The police department trains them and the city budget pays for their time. If there is a reduced-speed
24 school zone by an elementary school, a crossing guard is required by law. Junior high and high
25 schools are not required to have crossing guards, but some opt to hire them. Crossing guards turn the
26 school zone lights on and off with their shifts. The police department decides where the crossing
27 guards will be placed, and it is a joint effort between the police and the city to provide safe routes to
28 school.
29

30 15) *Does Mountainville Academy have a cap on student enrollment?*

31 Dan Jimenez responded that their charter is capped by the state at 750. Enrollment has varied between
32 675 and 725. Changing the enrollment cap would be based on population growth, and Dan did not
33 think we have the growth in our area to warrant an expansion. He was not sure if the process involved
34 both the State Charter School Board and the State Legislature but said he could bring more
35 information to a future meeting. If there were a need to increase enrollment in the future, Dan said
36 Alpine residents could receive preferential enrollment.
37

38 The council discussed issues regarding testing the recommendations:

- 39 - If left turns are restricted, a second egress from MVA would be necessary.
- 40 - A pilot program would allow evaluation of the solutions and give parents an idea of the impact before
41 the hectic start of a new school year.
- 42 - A pilot would provide lots of information without being permanent. Selling the city property on 100
43 South would be a permanent decision.
- 44 - The next City Council meeting is on March 24, and the MVA Board will meet on March 26.
45

46 Mayor Carla Merrill asked the council members for their opinions so staff can prepare information for a
47 vote at a future meeting.
48

49 Brent Rummler commented that the new MVA School Board is receptive to seeking solutions, and he
50 appreciates Dan Jimenez and the board working with the city. However, boards can change quickly,
51 and a future group may be less receptive to collaboration. It would be good to find solutions while we
52 have the opportunity, and to put measures in place before the new school year. Brent likes the idea of
53 staging on 120 South so some cars can go west. He would like to see staging restricted north of 100
54 South, with signs and enforcement. We cannot take all the traffic off Main Street, but this plan
55 disperses it appropriately and addresses how changes will impact other neighbors, including our
56 elderly residents on Red Pine Drive. With all the activity on Main Street we may not want to create
57 bike lanes there.

1 Sarah Blackwell said that based on these conversations and the results of the studies, she recommends
2 moving the crosswalk south. Her preference would be to allow cars to turn left and go out of town, but
3 the studies recommend only right turns. If we test these recommendations, it will also give us a better
4 idea of traffic needs at the proposed roundabout on Ridge Drive and Canyon Crest Road.
5
6

7 Chrissy Hannemann said she wants to move forward with what the study suggested and agrees with running
8 pilots before implementing permanent solutions. The traffic task force could create a proposal to bring
9 to the City Council. We also want to get feedback from MVA parents and Alpine residents. If we
10 move quickly, we could run the first pilot in April, and a second pilot, if needed, in May before school
11 is dismissed for the summer.
12

13 Andrew Young said he supports either location for the crosswalk, with repainting of the existing
14 crosswalks, dropping the speed limit on Main Street, and additional red painted curbs. With 60+
15 percent of cars coming in from the south, the proposals will not fix the problem but will simply
16 disperse traffic elsewhere. Andrew feels that the only real solution is to have buses. He appreciates
17 working with MVA to find solutions and wants to see them implemented this summer. If we still have
18 the same problems in a year, he will recommend buses again.
19

20 Shane Sorensen explained that the purpose of tonight's agenda item was to review the report and have a
21 discussion. Staff will need a motion and a majority vote in order to coordinate efforts, identify funding,
22 and implement pilot solutions.
23

24 Mayor Carla Merrill thanked Michael Adamson for presenting the study findings and answering questions
25 from the council.
26
27

28 **B. Financial Report – February 2026**

29 Shane Sorensen said our sales tax revenue is up 6.43 percent over last year and we hope this trend
30 continues. We are 75 percent through the fiscal year, and the accounts are in order and projects are complete
31 or moving forward. We will have a public hearing and a mid-year adjustment to clean up budget details at
32 our next meeting.
33

34 Council members and staff discussed:

- 35 - The question on the Financial Report with revenues of \$730,000 for waste collection and \$758,550
36 in garbage expenses will be resolved with the mid-year budget adjustment.
- 37 - The Class C Road Fund is 100 percent expended now. This is because street projects are typically
38 completed in the late summer and fall, so a mid-year adjustment is always needed. This will happen
39 at our next meeting.
- 40 - Impact fees are not growing because we do not have as many new homes.
- 41 - The 300 North Well modifications will be paid from the PI fund.
- 42 - Fire station expenses will be paid in this fiscal year from the General Fund and the Capital
43 Improvement Fund.
44

45 Chrissy Hannemann said that the Finance Committee will meet on March 26 at 8:00 am, and the auditor
46 will be there to answer council questions. Shane is the best resource for learning to understand the Financial
47 Report and the budget.
48

49 Brent Rummier commented that we should encourage our friends and neighbors to purchase items online
50 to support our sales tax revenue.
51
52

53 **V. ACTION/DISCUSSION ITEMS**

54 **A. Consideration of Approval of a Five-Sided Lot at 1145 E. East Mountain Drive**

55 *(Plat B incorrectly listed the address as 1147 E. East Mountain Drive. This has been corrected.)*

56 Ryan Robinson (attending by Zoom) said that an application has been received to combine Lot 1 of the
57 Thelin Estates Plat A subdivision (parcel 53:281:0001) with parcel 11:054:0464. There is an existing

1 home on Lot 1, while the odd shaped parcel to the west is a legal parcel. A plat amendment has been
 2 provided to combine the two properties. Each lot in a zone must have the minimum square footage.

3
 4 Alpine Development Code definitions, Section 3.01.110, a Lot is defined as follows:

5
 6 ***LOT.** A tract of land regardless of any label, that is created by and shown on a subdivision plat that
 7 has been recorded in the Office of the County Recorder. Lots shall be generally rectangular in
 8 nature and shall have no more than five sides without an exception being recommended by the
 9 Planning Commission and approved by the City Council; the front of a property, located at the front
 10 right of way, does not count against this requirement.*

11
 12 As situated today, Lot 1 has four sides, but when combined with the odd shaped parcel to the west, it
 13 would have more than five sides. Staff have reviewed the plat amendment and given conditional
 14 approval, subject to recommendation by the Planning Commission and approval by the City Council of
 15 the lot having more than five sides.

16
 17 The request was considered by the Planning Commission at their March 3, 2026, meeting. Following is
 18 the motion recommending approval of the request to the City Council:

19
 20 *MOTION: Planning Commission member Troy Slade moved to recommend approval of the more than
 21 five-sided lot associated with the proposed Thelin Estates Plat A amendment. John Mackay seconded the
 22 motion. There were 6 Ayes and 0 Nays. The motion passed.*

23
 24 **STAFF RECOMMENDATION:**

25 While the approval of the plat amendment combining the lot and parcel is an administrative decision,
 26 approval for a lot with more than five sides requires legislative action. Staff recommend that the City
 27 Council consider approval of the more than five-sided lot.

28
 29 Steve Doxey explained that a parcel is a piece of land which is not part of a recorded subdivision, while a
 30 lot is part of a recorded subdivision. In this case, if the parcel is not combined with the lot, neither a
 31 home nor an accessory building may be built on the west parcel because it does not have sufficient
 32 frontage.

33
 34 Staff and council discussed the following details:

- 35 - The homeowner wishes to construct a barn on the west side, which would have to meet established
 36 setback requirements.
 37 - The provision to request an exception to the five side rules exists because not all situations are the
 38 same.
 39 - The council is exploring additional restrictions on setbacks to protect views. If this amendment is
 40 approved tonight, those future restrictions would not apply here.
 41 - Alpine City code says that a barn or other accessory structure may not be constructed on a separate
 42 parcel. It must be on the same lot as the residential dwelling.

43
 44 Andrew Young commented that when he ran for City Council the number one issue expressed by residents
 45 was traffic. The second issue was extreme construction. The council's job is to preserve the look and
 46 feel of the city. He has seen similar situations where owners construct a complex of buildings (an
 47 albatross) and it creates problems for the neighbors and the owners themselves with lengthy
 48 construction periods, the blocking of views, and the resulting layout makes it difficult to sell.
 49 Approving this lot amendment will set a precedent for more actions like this, and Andrew thinks this
 50 amendment breaks our own ordinances. He would also like to see code changes to limit the grading
 51 allowed during construction and its effect on setbacks.

52
 53 Chrissy Hannemann said the council is attempting to put buffers in place through massing standards, semi-
 54 impervious surface restrictions, and ADU regulations. In this situation, however, we are combining a
 55 currently unusable parcel with a larger piece that already has a home on it. The extra property provides
 56 a buffer between neighboring homes and gives the area a more rural feel.
 57

1 Mayor Carla Merrill commented that she has been discussing this with various legislators and views are
 2 not protected in the Utah State Constitution. Any code changes to protect views in Alpine must be
 3 legally defensible.
 4

5 Steve Doxey clarified that view protection, grading, and other concerns expressed by council may be
 6 brought up for a text or code amendment in the future. Currently a building permit has not been
 7 submitted for this lot. This is just an application for a subdivision amendment to allow the lot and the
 8 parcel to be combined.
 9

10 **Motion:** Chrissy Hannemann moved to approve the more than five-sided lot at 1145 E. East Mountain Drive with
 11 the condition that staff identify which setbacks applies to each lot line prior to recording the change at the
 12 County level. Sarah Blackwell seconded the motion. There were 3 yes votes and 2 no votes, as recorded
 13 below. The motion passed.
 14

<u>Yes</u>	<u>No</u>	<u>Excused</u>
Sarah Blackwell	Jessica Smuin	
Chrissy Hannemann	Andrew Young	
Brent Rummler		

15
16
17
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20
21 **B. Resolution R2026-10: A Resolution Expressing Alpine City’s Intent to Adjust Its Common
 22 Municipal Boundary with Draper City Affecting Parcels 11:008:0012, 66:579:0003 and 66:579:0004,
 23 Authorizing and Scheduling a Public Hearing, and Providing for Notice Thereof**

24 Shane Sorensen explained we are trying to correct a discrepancy between the city boundary and the
 25 deeded lot line. Draper City has already completed the first steps of the process on their side. The process
 26 requires each city to approve a resolution saying they are willing to look at the issue, and State law
 27 requires a public hearing be held no sooner than 60 days after the action is approved. We would hold the
 28 public hearing, and then the council can vote. It will take a positive vote from each City Council for this
 29 adjustment to happen. The subdivision was originally proposed as what you see tonight, but the County
 30 Recorder at the time required adjustments.
 31

32 This application was submitted by David Mortensen, a surveyor with Civil Science, on behalf of three
 33 property owners. Section 10-2-903 of the Utah State Code provides for and outlines the process for a
 34 municipal boundary adjustment. Following is a summary of the request taken from an email sent by Mr.
 35 Mortensen:
 36

- 37 • **Project Overview (1 page)**
 - 38 ○ *Project name - Alpine and Draper Municipal Boundary Adjustment*
 - 39 ○ *Property location - (address and/or parcel numbers) parcels 11:008:0003, 66:579:0003,*
 40 *66:579:0004, and 11:008:0012*
 - 41 ○ *Brief description of the property - Parcels are vacant*
 - 42 ○ *High-level description of the boundary issue - There is an ambiguity between the deeded*
 43 *parcels and the city line. The city line overlaps parcels 11:008:0003, 66:579:0003, and*
 44 *66:579:0004 as monumented on the ground.*
 - 45 ○ *Clear statement of what is being requested - (resolution of intent to modify the boundary) We*
 46 *are working to make the city line match the deeded boundary lines.*
- 47 • **Vicinity / Boundary Map**
 - 48 ○ *Aerial or GIS-style map Attached pdf of Utah County Parcel Viewer*
 - 49 ○ *Property boundary clearly outlined - Attached proposed Municipal Boundary Line Adjustment*
 - 50 ○ *Existing municipal boundaries labeled - Shown and labeled on proposed Municipal Boundary*
 51 *Line Adjustment*
 - 52 ○ *Area proposed for boundary modification clearly highlighted - Shown and highlighted on*
 53 *proposed Municipal Boundary Line Adjustment.*
- 54 • **Rationale for Boundary Modification (1 page max)**
 - 55 ○ *Alignment of municipal services We are proposing a Municipal Boundary Adjustment per Utah*
 56 *Code Title 10, Chapter 2, Part 9 Municipal Boundary Adjustments ([Utah Code Part 10-2-9](#))*
 57 *I have attached a pdf copy of the code.*

- *Access and connectivity considerations* No access is planned to be needed between the parcel in Draper and the parcels in Alpine.
- *Infrastructure efficiency* - This is not applicable as we are not affecting any roadways. The lots in Alpine are utilizing the built roadway for access to the two parcels.
- *Consistency with long-term planning goals* - This proposal should not affect any long-term planning.
- **Statement of Intent (short paragraph)**
 - *Clarifies the request is exploratory*
 - *Two of the Alpine parcels were part of a plat recorded in 2017 and were monumented on the ground to a deeded parcel. However, the recorded parcel overlapped the city boundary. At the time of recording, the County indicated this configuration was not allowable and, at the last minute, shifted the west boundary to align with the ambiguous city boundary line dating back to 1855.*

Since that time, I have met with Draper City regarding this issue. The owner of the affected Alpine parcel would like the resulting gap area returned to their parcel, which would require a Municipal Boundary Adjustment pursuant to the attached state statute.

As referenced in a prior email dated January 29, 2026, from Kellie Challburg, Assistant City Manager, she stated:

We have the item on the agenda for the next meeting on February 3. It is listed as an action item. I don't expect any questions from the council, as I believe they were addressed at the last meeting, but you are welcome to attend. It will be part of the regular business meeting at 7:00 p.m.

This resolution is to move forward with the intent and noticing for the public hearing, which is tentatively scheduled for April 7.

I have also been in contact with Dale Robinson of Sunrise Engineering, who has been working with Karen Burnet on preparing a Draper City legal description. Both Dale and I, in our professional capacity as surveyors, believe that the east line of Draper parcel 11:008:0012 represents the location where the city boundary was originally intended to be established by the adjoining property owners.

Please let me know if you have any questions or if additional information would be helpful as this moves forward.

- *Confirms no formal application or approval is being requested at this stage - Per our conversation, we are submitting for Alpine City approval for this process. A formal request was sent to Ryan Robinson back on 10-30-25 (application is attached)*
- *Stated purpose is staff coordination and council discussion only - According to our conversation a few weeks ago we are proposing for both staff coordination and council approval through a public hearing in both Draper City and Alpine City.*
- **Primary Contact Information**
 - *Applicant / Owner name: Applicant - David Mortensen, Civil Science, dmortensen@civilscience.com*
 - *Authorized representative - (Jake / Blue Bison Development) My client is Jake with Blue Bison. He is working with the owner of parcels in Alpine specifically David and Keri Witbeck.*
 - *Email and phone number: David Mortensen email dmortensen@civilscience.com. Phone number is 801-768-7200 ext. 173.*

Draper City approved a resolution at their February 3, 2026, City Council meeting acknowledging their intent to adjust the municipal boundary with Alpine City. This process requires that both cities hold a public hearing no sooner than 60 days following the approval of the resolution of intent being passed by each respective city. Draper City intends to hold their public hearing on April 7, 2026. If the Alpine City Council approves the resolution as proposed, the soonest regularly scheduled City Council meeting where a public hearing could be held would be May 12, 2026. There are specific advertising requirements that need to be met by both cities prior to the public hearings.

1 If the boundary adjustment is eventually approved, a plat amendment may be required to adjust the strips
 2 of property into the lots in the Summit Pointe Plat A subdivision.

3
 4 The following documents were included in the packet:

- 5 • The completed Municipal Boundary Line Adjustment Form
- 6 • Alpine and Draper Municipal Boundary Line Plat (this plat would be recorded as the final step in
 7 the boundary adjustment process)
- 8 • Parcel map with aerial photo
- 9 • Email from David Witbeck (Alpine property owner)
- 10 • Resolution R2026-10: Resolution Expressing Alpine City's Intent to Adjust Its Common Municipal
 11 Boundary with Draper City Affecting Parcels 11:008:0012, 66:579:0003 and 66:579:0004,
 12 Authorizing and Scheduling a Public Hearing and Providing for Notice Thereof

13
 14 **STAFF RECOMMENDATION:**

15 Review the municipal boundary adjustment that has been proposed by the applicant and for which Draper
 16 City has passed a resolution of intent to move forward with the process of adjusting the municipal
 17 boundary with Alpine City. If the City Council is in favor of the municipal boundary adjustment,
 18 Resolution R2026-10 should be approved and a date for a public hearing should be set.

19
 20 David Mortensen with Civil Science was invited to the mic.

21
 22 David Motensen said this is a crazy situation that started in 1855 when the whole country was divided
 23 into two-mile by two-mile sections. When Alpine attempted to annex this area in 2017, the intent of the
 24 subdivision was to split the land into four lots. The plat had all the required signatures from the city, but
 25 the County Recorder made them erase the line and put in numbers to make it smaller so it would conform
 26 to the established section line. This created the gap piece. A surveyor staked the lots and put pins in the
 27 ground. We are trying to put the line back where it was originally intended to be and clear up the
 28 ambiguity. David highlighted the narrow parcel that is in question, which is roughly 20 feet wide but
 29 does not have parallel lot lines.

30
 31 David reported that Draper is in support of this proposal and is working through their process. The
 32 County Surveyor, who would have to sign the boundary annexation plat, is also in favor of this proposal.

33
 34 Staff and council discussed various issues with David:

- 35 - There currently is not a recorded owner of this narrow strip of land per the County Assessors.
 36 David said the intent of the subdivision and the physical markers show this piece to be part of Lots
 37 3 and 4.
- 38 - If we do not approve this change, the owners of Lots 3 and 4 cannot install a fence there or make
 39 other improvements.
- 40 - There was a suggestion that the city could use narrow strip for access to public open space, but the
 41 city does not own the land. Alpine owns the open space below the narrow strip, but the owners to
 42 the west and north are private entities. If the city wanted to acquire this strip of land, we would
 43 have to follow our process.
- 44 - The owners of Lots 3 and 4 are allowed to begin construction on their homes.

45
 46 David Witbeck, the owner of Lot 4, was invited to the mic.

47
 48 David Witbeck said that based on information from the County they can begin construction on their land,
 49 but setbacks are measured from the property lines. They want to have the property line issue resolved
 50 before they pay for engineering.

51
 52
 53 **Motion:** Jessica Smuin moved to extend the meeting to 9:40 pm at the latest. Andrew Young seconded the
 54 motion. There were 4 yes votes and 1 no vote (Andrew Young). The motion passed.
 55

1 David Witbeck said that he agreed with the original developer that he would allow the city to have a 10-
2 foot easement on the west, but he does not want to give up 10 feet in addition to the 20 feet they have
3 already lost.
4

5 Mayor Carla Merrill explained that with the original developer of the subdivision there were many
6 conditions to be met for approval of the fifth lot. One of the conditions was that the developer would
7 build a trail connecting to the Draper City trail system.
8

9 Ryan Robinson commented that the proposed trail did not meet the city standards for trails in Alpine, and
10 the option expired a year ago in September.
11

12 David Witbeck commented that they would just like to have the property they thought they were buying.
13

14 **Motion:** Brent Rummler moved to approve Resolution 2026-10 A Resolution Expressing Alpine City’s Intent to
15 Adjust Its Common Municipal Boundary with Draper City Affecting Parcels 11:008:0012, 66:579:0003
16 and 66:579:0004, Authorizing and Scheduling a Public Hearing for May 12, and Providing for Notice
17 Thereof. Chrissy Hanemann seconded the motion. There were 4 yes votes and 1 no vote, as recorded
18 below. The motion passed.
19

	<u>Yes</u>	<u>No</u>	<u>Excused</u>
	Chrissy Hannemann	Sarah Blackwell	
	Brent Rummler		
	Jessica Smuin		
	Andrew Young		

26
27 **C. Resolution R2026-13: Appointments to the Alpine Water Citizen Advisory Committee**

28 Shane explained that Resolution R2026-11 creating the Alpine Water Citizen Advisory Committee was
29 approved at the February 24, 2026, City Council meeting. The mayor has appointed residents who filled
30 out an application to serve.
31

32 This committee is created like the Trail Committee with respect to terms. The normal term for a member
33 is three years, with the terms being staggered so there is continuity on the committee.
34

35 **STAFF RECOMMENDATION:**

36 Approve Resolution R2026-12 appointing members to the Alpine Water Citizen Advisory Committee.
37

38 Staff and council members discussed the following:

- 39 - Water use and drought will be an issue for years to come, so this is an important assignment.
- 40 - We need a plan for education and uniform enforcement.
- 41 - The committee must have a minimum of five members. They can help the city in updating our Water
- 42 Master Plan.
- 43 - The council appreciates the members for being willing to serve the community.
44

45 **Motion:** Brent Rummler moved to approve Resolution R2026-13 appointing Jeff Davis, Bryan Irving, Clyde
46 Stauffer, Steven Burrows, Will Jones, and adding Sullivan Love (with an initial term ending on Dec 31,
47 2026), as members of the Alpine Water Citizen Advisory Committee. Andrew Young seconded the motion.
48 There were 5 yes votes and 0 no votes, as recorded below. The motion passed unanimously.
49

	<u>Yes</u>	<u>No</u>	<u>Excused</u>
	Sarah Blackwell		
	Chrissy Hannemann		
	Brent Rummler		
	Jessica Smuin		
	Andrew Young		

D. Resolution R2026-14: Amendments to Historic Preservation Commission

Shane Sorensen said that On May 24, 2022, the City Council approved Ordinance 2022-16 establishing the Historic Preservation Commission. Councilmembers Jessica Smuin and Sarah Blackwell have requested an amendment to the commission to include arts and culture elements. Since the original commission was established, city ordinances have changed. Citizen advisory committees are now established by resolution, with a minimum of five members, and no more than nine. Committees are recommending bodies, and projects and expenditures would be voted on by the City Council.

Included in the packet was Resolution R2026-14, establishing the Historical Preservation, Arts and Culture Citizen Advisory Committee. One purpose of the original commission was to meet a specific requirement to be eligible for certain grants. The wording from the original commission modeled by the state was left essentially unchanged with language added to include arts and culture. Attorney Steve Doxey reviewed the new resolution. We will have another resolution to appoint the committee members in the future. The packet included redline and clean versions of the resolution.

STAFF RECOMMENDATION:

Review and approve Resolution R2026-14 establishing the Historical Preservation, Arts and Culture Citizen Advisory Committee.

Council members mentioned the following:

- The committee could help identify and propose properties to be on the historical register.
- Residents have amazing stories and photos that should be preserved.
- A resident suggested that the old monument in the cemetery be restored and have appropriate names added.
- The Daughters of the Utah Pioneers (DUP) are a great resource.

Motion: Jessica Smuin moved to approve Resolution R2026-14 establishing the Historical Preservation, Arts and Culture Citizen Advisory Committee. Sarah Blackwell seconded the motion. There were 5 yes votes and 0 no votes, as recorded below. The motion passed unanimously.

<u>Yes</u>	<u>No</u>	<u>Excused</u>
Sarah Blackwell		
Chrissy Hannemann		
Brent Rummmler		
Jessica Smuin		
Andrew Young		

VI. STAFF REPORTS

Shane Sorensen reported that Cody Smith and the rodeo committee are arranging for a PI retention basin to be moved out of the parking area. They are also working with volunteers to increase the size and accessibility of the announcer stand.

Trees at Creekside and Burgess Parks have been trimmed for the spring season.

Fire station – With the design and other elements decided, the overall cost for the fire station is higher than SIRQ’s early estimate. They are working on additional value engineering and staff will bring a list of options to the council in a few weeks. We want to keep the project moving forward to stay on schedule.

There will be a LPPSD meeting tomorrow morning (Wednesday) at 7:30 am. The water information meeting for residents will be at City Hall tomorrow evening.

Staff held a kickoff meeting for the Parks Master Plan last Thursday, where they discussed the public involvement process. More information will be brought to the council.

We have received several new subdivisions recently: Smooth Canyon Plat B, the Page property, and the area below the Healey Well which was previously owned by the Church.

1
2 **VII. COUNCIL COMMUNICATION**

3 Brent Rummler reported that LPPSD is working on their budget for 2027. It has been 12 years since the police
4 department requested additional officers, and they are proposing a sergeant position and a patrol officer.
5 The fire department may need 10 firefighters instead of the nine previously requested so they can have four
6 at each station. The Board requested historical data from the police and fire departments so they could
7 analyze the number of incidents and the increased workload.
8

9 **Motion:** Jessica Smuin moved to extend the meeting to 9:45 pm. Sarah Blackwell seconded the motion. There were
10 4 yes votes and one no vote (Andrew Young). The motion passed.
11

12 Mayor Carla Merrill reminded the council of the water information meeting tomorrow evening at City Hall
13 beginning at 7:00 pm. Members of the Water Committee and staff will be there to answer questions and
14 help residents sign up for the Eye on Water app.
15

16 Alta Bank has pledged a donation as part of the fire station remodel for the Alta Bank Community Room.
17

18 Mayor Merrill is working with Shane Sorensen on an application through Congressman Mike Kennedy's
19 office for the upsizing of our culinary water tank to 1.5 million gallons. The application is due tomorrow,
20 and the maximum grant is \$3M. The project is expected to cost \$6.9M. Shane is also working on a federal
21 grant for the Heritage Hills Well connected to drought mitigation.
22

23 Sarah Blackwell referenced Jen Wadsworth's proposal during public comment at the last City Council meeting.
24 Jen requested a community neighborhood ambassador team to improve communication between the city
25 and the residents. The idea is to divide the city into ten zones and have each council member be responsible
26 for two zones. This would facilitate sharing information about agenda items that are relevant to certain
27 areas and help council members understand residents' concerns. Sarah asked the council to think about the
28 proposal, and she will reach out for feedback.
29

30 Chrissy Hannemann said the Sculpture Garden Committee is moving forward and has made a short video that
31 council members may view. Mayor Merrill asked Chrissy to help with the Alpine City Legacy Foundation,
32 which is a non-profit organization. She has been looking into the donation history and thinks we could
33 ramp this up with more exposure. Some residents are passionate about history and cultural arts, and they
34 also appreciate tax write-offs. After donations are made to the foundation they are forwarded to the city
35 for projects. She will provide more details at a future meeting.
36

37 Chrissy said it is helpful to have council members attend the Mountainville Academy Board meetings in
38 person. She reminded everyone of the March 26th MVA Board meeting and will send out the details.
39

40 She also reminded the council of the Utah League of Cities and Towns Conference on April 22-24.
41

42 Chrissy reported that community library now has a permanent home as the building and the land have been
43 donated to them. They want to grow from a children's library to a full library and expand their services.
44

45 **Motion:** Sarah Blackwell moved to extend the meeting to 9:50 pm. Jessica Smuin seconded the motion. The motion
46 passed unanimously.
47

48 Andrew Young reported that Smooth Canyon Park is being used as a dog park, and there has been a dog bite
49 incident. Neighbors would like signs requiring dogs to be on a leash.
50

51 Andrew said he is trying to find out who owns the land discussed at the last meeting as the Alpine Highway
52 Easement. He asked about the process when the city researched ownership on a trail recently.
53

54 Shane Sorensen said there was a council motion regarding that.
55

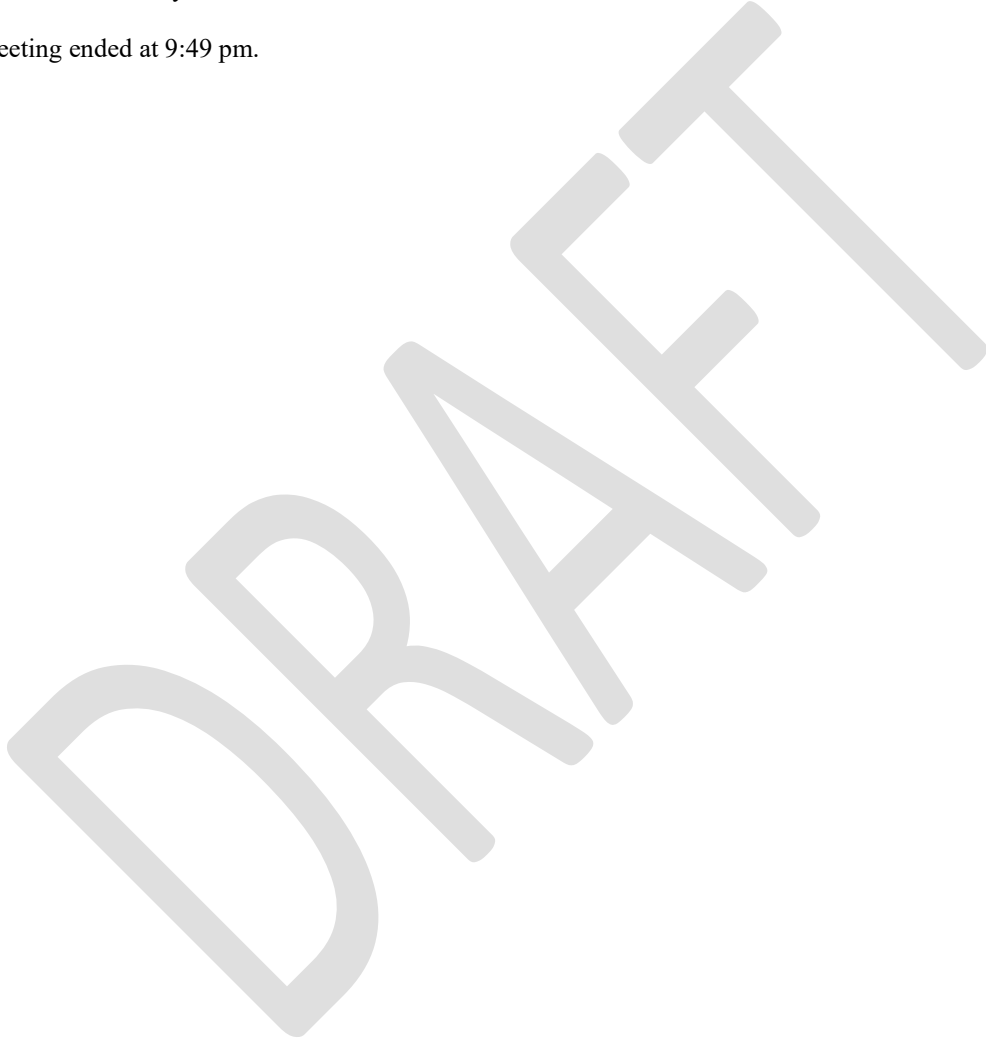
1 Andrew said he thinks Alpine City owns it because the city park is at the end of the lane. Ownership of the
2 lane is not clear now, but at the request of the resident next to the lane Andrew would like to install a sign
3 that prohibits through traffic. The sign would be on private property.
4

5 Shane Sorensen said on the question of city ownership, the city-owned extension of Allegheny Way has
6 been there for about 15 years and the narrow gap existed long before that.
7

8 Andrew reported that the Trails Committee would like an ordinance that allows them to install signs
9 prohibiting motorized vehicles. He will save his other reports for a future meeting.
10

11 **Motion:** Jessica Smuin moved to adjourn the meeting. Chrissy Hannemann seconded the motion. The motion passed
12 unanimously.
13

14 The meeting ended at 9:49 pm.



ALPINE CITY COUNCIL AGENDA

SUBJECT: Approval to Declare Equipment as Surplus

FOR CONSIDERATION ON: March 24, 2026

PETITIONER: City Staff

ACTION REQUESTED BY PETITIONER: Declare equipment as surplus.

BACKGROUND INFORMATION:

City staff is proposing to have the City Council declare the following equipment as surplus so it can be sold on Public Surplus:

- Grasshopper 725D
- Grasshopper 60" Deck
- Grasshopper Spike Aerator
- Grasshopper Spray Attachment
- Grasshopper Bagging Attachment
- Z-Spray/Plug Machine

STAFF RECOMMENDATION:

As part of the consent calendar, declare the items listed as surplus so they can be sold on Public Surplus.

Information about the
**Chambers of Commerce in
Highland/Alpine
& American Fork**

was not submitted by the
publication deadline.

The representatives will
give a presentation
during the meeting.

ALPINE CITY COUNCIL AGENDA

SUBJECT: Discussion Item - Proposal to Reallocate Funds from the Bookmobile to the Alpine Library

FOR CONSIDERATION ON: March 10, 2026

PETITIONER: Councilmembers Sarah Blackwell and Chrissy Hanneman

ACTION REQUESTED BY PETITIONER: To reallocate the funds from the Bookmobile to the Alpine Library.

BACKGROUND INFORMATION:

Alpine City has entered into an interlocal agreement with Utah County to be included in the Bookmobile program. The City currently pays \$13,596 as their contribution. The current interlocal agreement ends June 30, 2026.

Councilmembers Sarah Blackwell and Chrissy Hanneman are requesting a discussion regarding the possibility of reallocating the Bookmobile funds to the Alpine Library. The following information was provided as part of this agenda request:

Currently the city pays \$13,596 for the Bookmobile. The bookmobile only frequents Alpine every other Tuesday and spends 6 hours of time in Alpine. If the money were reallocated to the Alpine Library, residents could have access through the integrated library system to all the same books they currently can through the bookmobile. They would be able to order books and pick them up at the library then deliver them to the library without having to wait for a certain day and time when the bookmobile would be in town. Patrons could have access to ebooks. Some of the funds would also be used at the Alpine library towards programs, collection development, supplies, and facility improvements.

The current Bookmobile interlocal agreement includes the following termination clause:

Section 5. METHOD OF TERMINATION

This Interlocal Cooperation Agreement will automatically terminate at the end of its term herein, pursuant to the provisions of paragraph one (1) of this Agreement. Prior to the automatic termination at the end of the term of this Agreement, either party to this Agreement may terminate the Agreement upon providing sixty (60) days written notice of termination to the other party.

Some additional information from the Alpine Library has been included in the packet.

STAFF RECOMMENDATION:

The proposal to reallocate the Bookmobile funds is on the agenda for discussion only. Staff is requesting direction from the City Council as to whether or not this proposal is of interest. If the intent is to consider moving forward with the reallocation of funds, staff suggests that the city attorney review the proposal and brief the council on the ability of the council to move forward with the proposal and how it would be handled.

Core Information

Base Information

The book mobile has been a wonderful part of Alpine for 51 years, and we're grateful for everything it has brought to our community. Our goal is not to take something away but to build on that legacy with more hours, more access, and more programs.

1. The State Library Division invited our library to join the Beehive consortium (same as the bookmobile) and the Juniper consortium (group of small rural libraries sharing an integrated library system (ILS)).
2. Alpine is currently budgeting \$13,596 for book mobile service.
3. A 51 year partnership with the State Library Division would continue in a different format.
4. 4% of residents *hold* book mobile cards (numbers for use are different).
5. Paying \$87 an hour for the book mobile. Alpine library would be \$11 dollars an hour and 8 times the access and more community building programs and service opportunities (ownership).
6. Alignment with Utah's State Literacy Goals: Utah has made early literacy and grade-level reading a statewide priority. A permanent Alpine library provides multiple days of access, supports family reading habits, and offers structured early-literacy programs, showing the State that Alpine takes its literacy goals seriously and is willing to invest in them locally.

Comparison Table: County Bookmobile vs

Comparison Table: County Bookmobile vs. Alpine Library

Library Services Comparison (Using Actual Alpine Cost: \$13,596)

<u>Feature / Service</u>	<u>County Bookmobile</u>	<u>Alpine Library</u>
Cost to Alpine	\$13,596/year	\$13,596/year
Resident Library Cards	Free	Free
Hours of Access	6 hours, Tuesday every 2 weeks. No opportunity for growth.	24 hours a week, Tues-Thurs, Saturday; predictable and opportunity to expand.
Location	Creekside Park, River Meadows, Church Lot	Permanent Alpine location on Alpine Highway.
Collection Size	Limited & rotating	Permanent and growing
Access to Overdrive (Libby)	Yes	Yes
Local Control	None — schedule set by county	High — hours, programs, and materials driven by Alpine needs
Children's Programs	None	Regular storytime, crafts, reading programs, music classes, journalism groups,
Teen & Adult Programs	None	Workshops, book clubs, events, social groups

Economic Impact	Money leaves Alpine	Money stays local and expands offerings
Community Engagement	None	Strong volunteer program (community ownership)
Future Expansion	Not possible	Can grow into a full library facility
Alignment with Alpine's Goals	Low	High, community-centered, walkable, flexible

Allocation Table

Allocation Table (Where Would the Money Go?)

Total = **\$13,596**

<u>Category</u>	<u>Amount</u>	<u>Purpose / Description</u>
Integrated Library System (ILS)	\$1,700	Juniper Consortium participation: cataloging, circulation, patron accounts, and shared infrastructure.
Digital Resources (OverDrive/Libby – Beehive)	\$3,000	eBooks and digital access through the statewide consortium.
Programs & Events	\$1,000	Storytime, crafts, Summer Reading, small community programs.
Collection Development	\$4800	Purchasing new and replacement children’s books, teen fiction, adult non-fiction, high-demand titles, and growth of the permanent Alpine collection..
Collection Protection & Supplies	\$1096	Jackets, film, spine labels, barcode protection, repair supplies, additional shelving and processing materials for a growing collection.
Facility Improvement	\$2000	Regrading second egress per CUP, optimizing parking spaces, measures for traffic calming and residential preservation, landscaping and exterior improvements

FAQs

FAQs

Q. How will the residents at River Meadows be affected by this change?

A. Senior access will not only be maintained but also expanded. Instead of a single stop every two weeks, seniors will have access to a permanent library open multiple days per week. The Friends of the Alpine Library currently run a bi-weekly story hour at River Meadows and will bring reserved books to the residents there. We are working with the programs director to make access to the library catalog system available and plan regular resident visits to the library.

Q. Will Alpine residents still get free library cards?

A. Yes. Library cards will remain free for all Alpine residents, just as they are with the bookmobile.

Q. Does this end Alpine's relationship with the State Library?

A. No. Alpine continues its 51-year partnership with the State Library Division by participating in the Beehive (digital) and Juniper (ILS) consortia, the same statewide networks used by the bookmobile.

Q. What happens to digital access like Libby?

A. It gets better. Through the Beehive Consortium, Alpine residents will continue to have Libby access, plus the potential for expanded digital offerings.

Q. Will this cost the city more money?

A. No. This proposal uses the existing \$13,596 already budgeted for bookmobile service. It is a reallocation, not new spending.

Q. What about families who rely on the bookmobile?

A. Their access increases from 6 hours/twice a month to 24 hours/week, plus programs, events, and year-round engagement.

Q. Is the library becoming a city department?

A. No. The library remains an independent nonprofit. The City would simply enter into a standard MOA (memorandum of agreement) documenting expectations and accountability.

Q. Will the City lose control or oversight?

A. No. Just like the relationship that currently exists with the book mobile a yearly MOA would be discussed which outlines:

- financial accountability,
- service expectations,
- reporting requirements, and
- renewal terms.

This is standard practice for Utah cities partnering with nonprofits.

Q. How does this help Alpine show support for Utah's literacy goals?

A. Utah's statewide priority is early literacy and grade-level reading. A permanent library is a far stronger partner because it:

- provides regular access to books,
- supports family reading habits, and
- offers structured early-literacy programs.

This shows the State that Alpine is invested in our state's literacy priorities.


Q. Why shift now?

A. Because Alpine now has:

- a physical library space,


- established open hours,
- community momentum,
- State Library support through Beehive and Juniper, and
- a cost-efficient model that gives residents eight times the access for the same money.

2025 Book Mobile Report



SPENCER J. COX
Governor

DEBBIE M. HENDERSON
Lieutenant Governor



Utah State Library
Division

Cara Rothman
State Librarian/Division Director

March 11, 2025

To: Ryan Robinson, Alpine City Manager
From: Jami Munk Carter, Utah State Library Bookmobile Manager

ALPINE CITY

BOOKMOBILE SERVICE & STATISICAL OVERVIEW

Alpine City and Utah Bookmobiles have been collaborating since 1975 when Utah County first brought bookmobiles to the area.

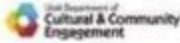
The bookmobile brings the library to your community members every other week. Service is spread throughout Alpine with three area stops.

Alpine community members enjoy:

- A browsable physical collection on the bookmobile.
- Online access to place holds on physical and digital items 24/7.
- Online access to check out ebooks, downloadable audiobooks, and magazines 24/7.
- Free interlibrary loan services for specialty items not held in our circulating collections.
- Professional library staff to help with research and other reference questions in person, online, and by phone.
- Summer reading challenges and other activities.
- Free access to over 100 databases for all ages and all types of research needs from K-12 homework help, to historic newspapers, to professional research, and many more.

	FY 2025 YTD July 2024 - Feb 2025	FY 2024 July 2023 - June 2024	FY 2023 July 2022 - June 2023
Circulation of physical items	5409	7061	9513
New Alpine cardholders	36	48	49
Total current Alpine bookmobile cardholders	403		
Electronic Circulation * (all Utah Co Bookmobile Patrons)	39881	52030	43255
Total current bookmobile cardholders in Utah County	5884		
*Electronic circulation cannot be identified by area. Includes all electronic circulation for Utah Co Bookmobile Patrons.			

Prepared by: Jami Carter, Bookmobile Manager, March 2025



350 North 1950 West, Suite A • Salt Lake City, Utah 84116 • (801) 715-6777 • Invision (801) 715-4767 • library.utah.gov

ALPINE CITY COUNCIL AGENDA

SUBJECT: Code Amendment to Allow Indoor Self Storage Units and Condo Luxury Garages.

FOR CONSIDERATION ON: March 24th, 2026

PETITIONER: STACK ACQUISITIONS LLC

ACTION REQUESTED BY PETITIONER: Approval of Proposed Code Change.

REVIEW TYPE: Legislative

BACKGROUND INFORMATION:

An application has been submitted to amend the Alpine City Development Code in the Business Commercial (B-C) Zone to allow indoor self-storage units and condo luxury garages. The applicant has a specific location under consideration (119 E 200 N Former Purple Mattress Building) for this use; however, if approved by the City Council following a recommendation from the Planning Commission, the amendment would apply to any property within the B-C Zone that meets the established standards.

The applicant has worked with staff to propose code language that would allow these uses as conditional uses within the zone. The draft language is included in this packet. If the amendment is approved, any future applications for these uses will still be subject to the standard review process for setbacks, building height, and architectural compliance in accordance with the Gateway Historic Design Guidelines.

The early draft of the Main Street Master Plan identifies the subject area as a Main Street Civic and Mixed Use area. This is meant as a transition zone from Commercial to Residential.

The Planning Commission held a public hearing for this agenda item during their November 18th, 2025 meeting. Discussion focused on consistency with the area's envisioned mixed-use character, and potential impacts related to traffic, parking, and site design. Public comment raised concerns about setting a precedent for code changes driven by individual projects and compatibility with the community's identity. The applicant emphasized the low-traffic nature of the use, compatibility with surrounding commercial properties, and potential demand for enclosed storage.

The Commission discussed operational considerations such as parking, landscaping, screening, and restrictions on business activity within units, as well as the need for compliance with design standards. While some concern remained regarding creating code changes for a single site, others noted the potential community benefit and reuse of a vacant building. A motion was made to recommend approval of the proposed code amendment, finding it consistent with the General Plan and Development Code standards. The motion was seconded and passed unanimously.

APPLICABLE CITY CODE

- Alpine Development Code 3.07.030 Conditional Uses (B-C Zone)
- Alpine Development Code 3.01.110 Definitions
- Alpine Development Code 3.23 Conditional Uses.

GENERAL PLAN POLICIES

- Land zoned as BC (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.

PUBLIC NOTICE

- This item required a public hearing to take place, and has been noticed according to State and City requirements.

STAFF RECOMMENDATION

As a legislative decision, the City Council should consider whether the proposed code amendment is compatible with the City's General Plan policies and Development Code standards.

Staff recommends that the Council review the proposed language included in this packet. If additional standards should be added, language revised, or a different land use designation considered. In approving or denying this rezone request, staff also recommends including findings regarding their decision.

SAMPLE MOTION TO APPROVE:

I move to approve the proposed code amendment to allow indoor self-storage units and condo luxury garages in the Business Commercial Zone as presented in the staff packet, finding that the amendment is consistent with the City's General Plan policies and Development Code standards

SAMPLE MOTION TO APPROVE WITH CONDITIONS:

I move to approve the proposed code amendment to allow indoor self-storage units and condo luxury garages in the Business Commercial Zone, with the following conditions to ensure compatibility with surrounding uses and City standards:

*Insert Findings

SAMPLE MOTION TO TABLE:

I move to table the consideration of the proposed code amendment to allow indoor self-storage units and condo luxury garages in the Business Commercial Zone to allow staff and the Commission additional time to review specific issues, including

SAMPLE MOTION TO DENY:

I move to deny the proposed code amendment to allow indoor self-storage units and condo luxury garages in the Business Commercial Zone, finding that the amendment is not consistent with the City's General Plan policies and Development Code standard.

3.07.030 Conditional Uses

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

1. Planned Commercial Developments Projects which are designed, approved, constructed and maintained in accordance with the provisions of DCA 3.10.
2. Commercial Condominium Projects subject to the applicable provisions of law relating thereto.
3. Churches, hospitals (human care), nursing homes and other similar quasi-public buildings subject to the provisions of DCA 3.20.
4. Civic Buildings. (Ord. 95-10, 4/25/9)
5. Restaurants, provided that any such facility providing drive-up window service shall also include an area for inside service to patrons in an amount not less than fifty (50%) of the total floor area of the structure. In addition, the following shall apply to restaurants. (Ord. 97-05, 5/27/97)
 1. A traffic analysis shall be provided as part of the conditional use application.
 2. The drive-up window and driveway shall be unobtrusive and be screened from the street by berming and landscaping.
 3. Odors and noise shall be controlled as to not have an adverse impact on any nearby residential structures.
 4. Restaurants must comply with provisions of the sign ordinance.
 5. Restaurants must comply with the landscaping and design provisions in the B-C zone.
 6. Any drive-through window must be located on the side of the restaurant building which does not abut a public street and must be screened from the street side with berming and landscaping.
 7. Any drive-through window must have a stacking lane which will accommodate at least six cars off of the public street.

6. Seasonal sales such as produce or Christmas trees provided a business license is obtained from Alpine City.
7. Sexually-oriented businesses are a conditional use in the Business Commercial (BC) zone and are subject to the provisions of this chapter, including (Ord. 2010-07, 5/11/10):

1. No sexually-oriented business shall be located within:

- a) One thousand (1,000) feet of a school, day care facility, public park, library, and religious institution;
- b) Four hundred (400) feet of any residential use (no matter which zoning district) or residential zoning boundary;
- c) One thousand (1,000) feet of a liquor store; and
- d) One thousand (1,000) feet of any other sexually-oriented business.

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

1. The closest property line of any school, day care facility, public park, library, and religious institution;
2. The nearest property line of any residential use or residential zone;
3. The nearest property line of any liquor store; and
4. The closest exterior wall of another sexually-oriented business.

8. Home occupations, subject to the provisions of DCA 3.23.070 Part 3.
9. Accessory apartments, subject to the provisions of DCA 3.14.
10. Mechanical Automotive Repair Shops

1. Odors and noise shall be controlled as to not have an unreasonable adverse impact on nearby structures and/or property.
2. There shall be no more than 5 automobile bays.
3. No automobiles shall be stored on the property for more than 14 days.
4. Mechanical automotive repair shops shall comply with the regulations of the applicable entities including but not limited to the State of Utah, Timpanogos Service District, Lone Peak Fire Marshal, and Environmental Protection Agency.
5. Mechanical automotive repair shops must abut directly upon and have access to Main Street (south of southern property line of the property located at 30 South Main Street) or Canyon Crest Road within the Business Commercial zone.
6. Mechanical auto repair shops shall comply with the off-street parking requirements excepting there shall be no more than six (6) parking spaces provided per bay. An additional 10 parking spaces may be allowed exclusively for employee use. No off-street parking spaces shall be located within fifteen (15) feet of the property line closest to Main Street.
7. Mechanical automotive repair shops shall conform to the provisions of the Gateway/Historic Zone (DCA 3.11).

11. Dog Kennels/Boarding Facilities

1. Odors and noise shall be controlled as to not have an unreasonable adverse impact on nearby structures and/or property.
2. Dogs shall be kept primarily indoors, with the exception of short periods of time for the dogs to exercise, relieve themselves, go on walks, etc.
3. Shall have no more than twenty (20) individual dog kennel runs, with total dogs not to exceed 1.2 times the number of kennel runs.
4. No more than one dog shall share a kennel run without the owner's permission.
5. Facility shall be sound proofed, and include an indoor dog run.
6. Shall comply with City off-street parking requirements.

7. Shall provide daily disposal of all animal feces and wastes.
8. Shall conform to the provisions of the Gateway/Historic Zone (DCA 3.11).
9. There shall be adequate and effective means of control of insects and rodents at all times, such control shall be carefully monitored.
10. Operator shall bear full responsibility for recapturing and controlling any escaped animal.
11. Must have an active DVM relationship to immediately treat a sick or injured animal requiring medical attention.
12. Facility shall be located not less than one hundred fifty (150) feet from the nearest neighboring dwelling structure.

13. Indoor Storage Units / Luxury Condo Garages

- a) The minimum lot area shall be three (3) acres, and the maximum lot area shall be five (5) acres.
- b) An indoor storage or Luxury Condo Garage facility shall not be located within one (1) mile of another indoor storage facility, unless a reduced separation distance is recommended by the Planning Commission and approved by the City Council.
- c) The facility shall not have direct access to Main Street.
- d) Garage-style doors should not face any public street.
- e) If the site is adjacent to residential uses, the applicant shall submit a screening and buffering plan for approval as part of the development review process.
- f) The Lone Peak Fire Department shall approve all site plans for compliance with fire access and emergency service requirements.
- g) Mechanical equipment, refuse containers, and waste storage areas shall be fully screened and not visible from the nearest public right-of-way.
- h) Off-street parking shall be provided at a ratio of one (1) stall per fifty (50) storage units, with a minimum of four (4) stalls.
- i) No facility shall contain more than 720 individual storage units.

- j) The facility shall provide a security plan, including but not limited to:
 - 1. Controlled access gates;
 - 2. Video surveillance covering all access points;
 - 3. An on-site manager during business hours or 24/7 remote monitoring.
- k) Units shall not be used for:
 - 1. Dwelling, habitation, or overnight accommodation;
 - 2. Commercial vehicle repair, manufacturing, or mechanical work;
 - 3. Storage of hazardous or flammable materials;
 - 4. Operation of any business that generates on-site customer traffic.
- l) The applicant shall submit a Development Agreement and Covenants, Conditions, and Restrictions (CC&Rs) for review and approval by the City Council, including hours of operation.
- m) Lighting shall conform to City lighting standards. When adjacent to residential uses, light fixtures shall be no taller than seven (7) feet, measured to the light source.
- n) All storage shall occur entirely within enclosed storage units. Outdoor storage is prohibited.
- o) The facility shall conform to all standards of the Business-Commercial (B-C) zone, including, but not limited to, setbacks, height restrictions, and architectural review standards as outlined in the Gateway Historic Design Guidelines

3.01.110 Definitions

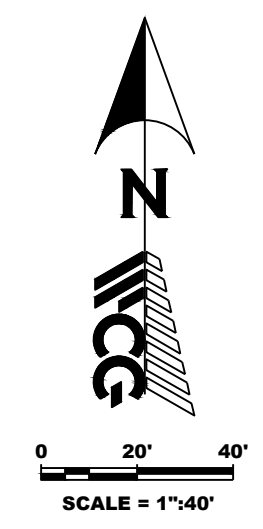
INDOOR STORAGE UNIT: An establishment designed and used for the leasing or rental of enclosed individual storage units for the purpose of storing personal property. Such facility is fully enclosed (i.e., a roof and walls), climate-controlled or non-climate, and shall not include outdoor storage, warehouse operations offering loading/unloading bays for industrial uses, vehicle sales, outdoor vehicle/trailer/RV storage, manufacturing, or storage of hazardous materials

or residential dwelling units. The facility may include management offices and internal corridors for access, but customers shall access storage units from interior corridors rather than via direct exterior roll-up doors facing public streets.

LUXUR CONDO GARAGE: a multi-unit, fully enclosed facility designed to provide secure, individually owned or leased garage spaces. Luxury condo garages may include climate control, electrical service, storage space ancillary to vehicle storage, and interior access corridors. Garage doors shall not face a public street. The facilities shall not be used as dwelling units, for manufacturing, commercial vehicle repair, or outdoor storage of vehicles or equipment outside designated units. The facility may include a management office, security systems, and internal circulation areas.

3.23.070 Approval Process

Land Use Type	Land Use Authority	Zoning Allowed
Indoor Storage Units/Luxury Garage Condo	City Council	Business-Commercial (B-C)



UTAH COUNTY PARCEL 02:010:0025 & 02:010:0026		
ZONING - BUILDING COMMERCIAL (BC)		
BUILDING USE - STORAGE		
ACREAGE (SQ FT)	4.11 ACRES (182,261.59 SQ FT)	100%
BUILDING	100,371.11 SQ. FT.	55.10%
CONDO UNITS	36 UNITS	
PARKING COUNT	39 SPACES	

NO.	REMARKS	BY	DATE

SCALE: 1:20	DATE: 10/8/2025	DRAWN BY: IJR	CHECKED BY: IJR
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CG
 WALL CONSULTANT GROUP
 2139 SOUTH 1280 WEST
 SALT LAKE CITY, UT 84119
 PHONE: 801-449-1173

ALPINE STORAGE FACILITIES
CONCEPT DESIGN

CAUTION: NOTICE TO CONTRACTOR

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS. IF A CONFLICT IS IDENTIFIED, THE ENGINEER OF RECORD SHOULD BE CONTACTED IMMEDIATELY, PRIOR TO ANY FURTHER WORK BEING DONE RELATED TO THE ISSUE. CONTRACTOR IS TO BEGIN CONSTRUCTION AT LOW SIDE OF ALL GRAVITY LINES.



THE CONTRACTOR IS TO CALL BLUE STAKES PRIOR TO ANY CONSTRUCTION.

24-541
PROJECT NO.
SHEET NO. CXXX





ALPINE CITY COUNCIL AGENDA

SUBJECT: Public Hearing: Ordinance 2026-07: FY2026 Mid-Year Budget Adjustment

FOR CONSIDERATION ON: March 24, 2026

PETITIONER: City Staff

ACTION REQUESTED BY PETITIONER: Hold a public hearing and consider approval of Ordinance 2026-07 approving an amendment to the FY2026 Budget.

BACKGROUND INFORMATION:

After reviewing the current budget for FY2026, staff is proposing the following adjustments to the budget:

- **General Fund – Intergovernmental Revenue:** The City received a \$1M grant from Utah County for street maintenance, after the FY2026 budget was approved. The city entered into an interlocal agreement with Utah County, which specified that the City would front the cost of the street maintenance project and then request reimbursement. The project was completed in the fall of 2025. The City requested reimbursement of the funds that had been expended and subsequently received a reimbursement for \$1M. This budget adjustment is to account for the revenue received and to increase the expense side of the budget.
- **General Fund – Charges for Services, Waste Collection Sales:** There was a discrepancy in the FY2026 budgeted revenue for waste collection sales. The budgeted revenue was listed at \$730,000, while the budgeted expense was listed at \$758,550. This portion of the budget amendment increases the anticipated revenue by \$28,550, making the budgeted revenue and expense match.
- **General Fund – Class C Roads:** The Class C road budget was overspent by \$39,100 as a result of street work that was completed in the fall of 2025. This portion of the budget amendment brings \$39,100 from fund balance to cover the expense.
- **Storm Drain Fund:** As a result of a very competitive bid for the Fairview Circle Storm Drain Project, a cost for an additional storm drain project on Canterbury Lane was negotiated with the contractor as a change order. The project was completed in the fall of 2025. This portion of the budget amendment brings \$215,000 from the fund balance to cover the expense of the additional project.

A public hearing has been noticed for the proposed FY2026 mid-year budget adjustment.

STAFF RECOMMENDATION:

Hold a public hearing and consider approval of Ordinance 2026-07, including the FY2026 mid-year budget amendment.

SAMPLE MOTION TO APPROVE:

I move to approve Ordinance 2026-07, including the proposed mid-year budget adjustment.

SAMPLE MOTION TO APPROVE WITH CONDITIONS:

I move to approve Ordinance 2026-07, including the proposed mid-year budget adjustment with the following conditions/changes:

- ****insert finding****

SAMPLE MOTION TO TABLE/DENY:

I move to table/deny Ordinance 2026-07 based on the following:

- ****insert finding****

ORDINANCE NO. 2026-07

**AN ORDINANCE AMENDING AND ADMINISTERING THE ALPINE CITY FISCAL YEAR 2025-26
ANNUAL BUDGET**

WHEREAS, it is deemed desirable and in the best interest of the City of Alpine, Utah to adopt the annual budget for the operations, debt amortization, and capital outlay of the City; and

WHEREAS, the FY2025-26 Annual Budget was adopted on June 24, 2025, as Ordinance No. 2025-15; and

WHEREAS, adjustments to the budget are periodically necessary to reflect the receipt of additional resources and to approve appropriate expenditures.

NOW, THEREFORE, THE MAYOR AND CITY COUNCIL OF THE CITY OF ALPINE DO ADOPT AND ORDAIN AS FOLLOWS:

**ARTICLE I
DEFINITIONS**

SECTION 1. “BUDGET YEAR” means the 2025-2026 fiscal year for which this budget is made.

SECTION 2. “FISCAL YEAR” means that year which begins on the first day of July, 2025, and ends on the last day of June, 2026.

**ARTICLE II
AMENDED BUDGET ESTABLISHES APPROPRIATIONS**

SECTION 1.
That the budget amendments shown on Exhibit “A” are adopted.

SECTION 2. APPROPRIATIONS.
From the effective date of this Ordinance, the budget as outlined in the attached Exhibit “A”, the several amounts stated therein as proposed expenditures, shall address the several objects and purposes therein named.

SECTION 3. ANTICIPATED REVENUES.
The amended anticipated revenues shall include revenue from all sources, including grants and loans and shall be classified in accordance with the chart of accounts of the municipality.

SECTION 4. FUND BALANCE.
The fund balance shall be available for emergency appropriation by the City Council.

SECTION 5. ANTICIPATED SURPLUS FROM MUNICIPAL UTILITY OR ENTERPRISE FUNDS.
The anticipated revenue and proposed expenditures of each utility or other public service enterprise owned or operated by the city is stated in a separate section of the budget (See

attached Exhibit “A”); and as to each such utility, an anticipated surplus, if legally available for general purposes and to the extent such surplus is to be used to support budget operation, is stated as an item of revenue in the budget.

**ARTICLE III
SEVERABILITY**

If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, the invalidity shall not affect other provisions or application of the ordinance which can be given effect without the invalid provision or applications; and to this end the provisions of the ordinance are severable.

**ARTICLE IV
ADOPTION & EFFECTIVE DATE**

This Ordinance is hereby adopted this 24th day of March, 2026 and shall be effective for the Fiscal Year 2025-2026.

Carla Merrill, Alpine City Mayor

VOTING:

Andrew Young	Yea	___	Nay	___	Absent	___
Jessica Smuin	Yea	___	Nay	___	Absent	___
Sarah Blackwell	Yea	___	Nay	___	Absent	___
Chrissy Hannemann	Yea	___	Nay	___	Absent	___
Brent Rummler	Yea	___	Nay	___	Absent	___

ATTEST:

DeAnn Parry, City Recorder

DEPOSITED in the office of the City Recorder this 24th day of March, 2026.

RECORDED this 24th day of March, 2026.

EXHIBIT "A"

**Alpine City
Budget Adjustments (Mid-Year)
24-Mar-26**

Revenues

<u>General Fund - Intergovernmental Revenue</u>	<u>Debit</u>	<u>Credit</u>
10-33-59 Other Grants		1,000,000
10-60-73 Street Maintenance	1,000,000	
Received a \$1M grant from Utah County for street maintenance.		
<u>General Fund - Charges for Services</u>		
10-34-40 Waste Collection Sales		28,550
10-82-62 Waste Contract Pickup	28,550	
Adjustement to correct budgeted revenue.		
<u>General Fund - Class C Roads</u>		
11-60-70 Class C Road Fund Projects	29,100	
11-39-10 Fund Balance		29,100
Increased expenses for street maintenance.		
<u>Storm Drain Fund</u>		
56-40-73 Capital Outlay	215,000	
56-39-12 Fund Balance		215,000
Expense of Canterbury Lane storm drain improvements.		

ALPINE CITY COUNCIL AGENDA

SUBJECT: Approval of Fire Station Addition/Community Center Project Budget

FOR CONSIDERATION ON: March 24, 2026

PETITIONER: City Staff

ACTION REQUESTED BY PETITIONER: Review potential cost saving strategies for the Fire Station Addition/Community Center Project and approve the budget.

BACKGROUND INFORMATION:

The design team led by Babcock Design, SIRQ Construction ,and with assistance and direction from Navigate, has been working on finalizing the design development drawings for the Fire Station Addition/Community Center Project. As outlined in the information sheet prepared by Navigate, which is included in the packet, the design team has put significant effort into providing a project that meets the desires of the City Council, while attempting to stay within the \$5M budget.

SIRQ Construction has prepared a detailed cost model that has been refined following each design meeting. Representatives of SIRQ Construction and Navigate will attend the City Council meeting to discuss the remaining cost saving strategies and provide the council with the opportunity to finalize the scope and anticipated cost of the project so that construction drawings can be completed.

Some cost savings strategies that will be brought forward for consideration are as follows:

- Added glazing SF on dayroom
- Eliminate vestibule
- Community center millwork
- Other miscellaneous items

As a reminder, \$3M has been allocated in the FY2026 budget. The remainder of the funds needed for the project can be provided through bonding and potential future budget allocations. With the project slated to be completed in the fall of 2027, it will cross three budget years. This timeline provides a scenario where some funds could be budgeted in the next two fiscal years with the remainder of the non-cash funds being provided through a bond.

Staff will prepare an analysis of the anticipated Capital Improvement Fund balance at the end of FY2026, and will work with Zions Public Finance to have a proforma for bonding scenarios to be reviewed at the City Council meeting.

STAFF RECOMMENDATION:

Review the project scope and cost information presented by SIRQ and consider which cost saving strategies are acceptable and decide upon a targeted project budget.

SAMPLE MOTION TO APPROVE:

I move to accept the following cost saving strategies (list strategies) and have a target project budget of \$ _____ for the Fire Station Addition/Community Center Project.

SAMPLE MOTION TO APPROVE WITH CONDITIONS:

I move to accept the following cost saving strategies (list strategies) and have a target project budget of \$ _____ for the Fire Station Addition/Community Center Project with the following conditions/changes:

- **insert finding**

SAMPLE MOTION TO TABLE/DENY:

I move to table/deny the item based on the following:

- **insert finding**

ALPINE FIRE STATION & COMMUNITY CENTER PROGRESS UPDATE

MARCH 20, 2026

After the updated DD drawings were received, a detailed cost estimate was prepared which came in over the established budget of \$5M which led to a comprehensive value engineering (VE) process to address the overrun. As a result, we have a number of cost saving strategies that we will be presenting to the Council for input and direction.

The VE process we went through included:

- A line-by-line review of all major cost categories, including site work, structural elements, mechanical/electrical/plumbing systems, finishes, and equipment.
- Detailed analysis of material selections, systems, and construction methods to identify more cost-effective alternatives that maintain quality and performance.
- Evaluation of potential scope reductions or deferrals, with careful consideration to ensure no compromise to essential operational functions—such as apparatus bay capacity, firefighter living and rest quarters, decontamination areas, training/community space needs, and overall building code and safety compliance.
- Multiple rounds of cost modeling and comparison to quantify savings opportunities and assess trade-offs.

Initially, construction documents were targeted for completion by April 2. The additional time devoted to this VE process was essential to maximize cost efficiency and deliver the best long-term value. However, it has caused some delay. With Council direction on the remaining identified cost savings strategies, we are hoping for budget approval to proceed with finalizing the design and allow plans to be completed by April 23.



NVGTE

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