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 31st, 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: By Invitation

II. REPORTS AND PRESENTATIONS

A. None

III. ACTION/DISCUSSION ITEMS:

A. **Action Item:** Approval for the Reconstruction of Non-Conforming Building - 480 East 100 South
B. **Public Hearing**: Three Falls Plat H Amended Plat
C. **Public Hearing:** Smooth Canyon Plat B
D. **Public Hearing**: Main Street Plan.

IV. COMMUNICATIONS

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

ADJOURN

Chair Alan MacDonald
March 27, 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: Approval for the Reconstruction of Non-Conforming Building – 480 East 100 South

FOR CONSIDERATION ON: March 31, 2026

PETITIONER: Cori Fabian

ACTION REQUESTED BY PETITIONER: Recommend approval to reconstruct a non-conforming building in the TR-10,000 zone.

REVIEW TYPE: Legislative

BACKGROUND INFORMATION:

The applicant, Cori Fabian, purchased the property at 480 East 100 South. There was a home and two other accessory buildings on the property that have since been demolished. The owner has applied for a building permit to construct a new home. Pursuant to Alpine Development Code 3.22.070, a non-conforming building may be reconstructed on a lot subject to prior approval of the City Council, after recommendation from the Planning Commission and compliance with several conditions. The reason for the non-conforming status of the home that existed on the property is that it was located on a 8,150 sf property with 80 feet of frontage in the TR-10,000 zone.

The conditions outlined in 3.22.070 are as follows:

> ***3.22.070 Extension (Enlargement) And Reconstruction Of Non-Conforming Buildings; Conditions***
>
> *A non-conforming building or structure or a building housing a non-conforming use may be extended or enlarged or reconstructed, subject to the prior approval by the City Council, after recommendation of the Planning Commission and such compliance with the following:*
>
> 1. *The proposed extension or replacement shall be located entirely on the same lot or parcel as the present non-conforming structure and will conform with all current setback and location requirements.*
> 2. *The applicant shall submit a detailed site plan showing the location of existing and proposed structures on the site and in the vicinity, existing lot boundaries, roads, driveways, parking areas, utilities and other significant features on the site and in the immediate vicinity.*
> 3. *A finding made by a majority vote of the Council that:*
>
>   1. *The proposed enlargement or extension will not significantly alter the character of the building or use or its impact upon the area.*
>   2. *The building or use, if extended, will not have the effect of diminishing the value of property or the quality of living environment of adjacent properties.*
>   3. *The proposed enlargement will not significantly increase the number of vehicles or pedestrians, or result in the establishment or increase of a safety hazard to the area.*

4. *The proposed enlargement will not result in the establishment of a condition incompatible with the neighborhood area and the stated objective of the zone in which it is located.*

The Council may attach such conditions to its approval as are necessary to adequately protect the property and uses in the surrounding territory and the intent of the zone, including but not limited to, the providing of off-street parking access ways, landscaping features and additional setback of structures. Porches and external covered stairs shall be permitted within setbacks so long as they do not extend beyond the original setbacks of the non-conforming structure (i.e. the setbacks from the time of the original build), and may be approved at a staff level.

Ms. Fabian has provided a site plan for a new home that meets the current location and setback requirements of the zone. In making their recommendation to the City Council, the Planning Commission could consider the same list of findings outlined for the City Council in 3.22.070.

Staff recommends that the Planning Commission consider recommending to the City Council the allowance for the reconstruction of a home at 480 East 100 South.

GENERAL PLAN REFERENCE:

- N/A

CITY CODE REFERENCE:

- Alpine Development Code 3.22.070: Extension (Enlargement) And Reconstruction Of Non-Conforming Buildings; Conditions

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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 recommends that the Planning Commission consider recommending to the City Council that the home previously at 480 East 100 South be allowed to be reconstructed.

Motion to Approve:
I move to recommend approval of the proposed site plan for reconstructing the home at 480 East 100 South to the City Council, as per the submitted site plan.

Motion to Approve with Conditions:
I move to recommend approval of the proposed site plan for reconstructing the home at 480 East 100 South to the City Council, as per the submitted site plan, subject to the following conditions:
*Insert Proposed Conditions

Motion to Table:
I move to table consideration of the approval of the proposed site plan for reconstructing the home at 480 East 100 South to the City Council, as per the submitted site plan, 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

THE DESIGN AND IDEAS SHOWN AND HEREIN DESCRIBED, THE TECHNICAL DRAWINGS, GRAPHIC REPRESENTATION, AND MODELS THEREOF HAVE BEEN PREPARED AS AN INSTRUMENT OF SERVICE FOR THIS SOLE PROJECT AND SHALL REMAIN THE SOLE PROPERTY OF ADDVIRTUE, LLC AND THEIR CONSULTANTS. WITHOUT THE SOLE AND EXPRESSED WRITTEN PERMISSION OF ADDVIRTUE, LLC. REPRODUCTION, DUPLICATION, COPYING, IMITATION, COMMERCIALLY EXPLOITED, OR USE FOR ANY OTHER PURPOSE OTHER THAN FOR THIS SPECIFIC PROJECT IS PROHIBITED. PROHIBITED USE OF THE DESIGN OR THESE DRAWINGS IS SUBJECT TO THE FULL EXTENT OF LEGAL ACTION.

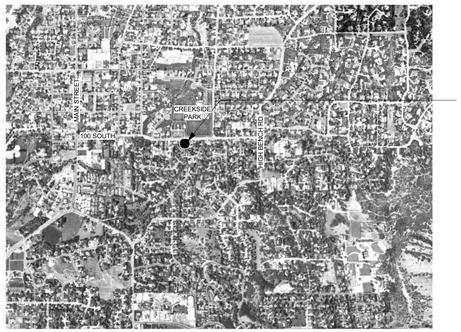
ALPINE HOUSE

480 E 100 S, Alpine, UT 84004

PROJECT TEAM

PROJECT OWNER	PROJECT DESIGNER	STRUCTURAL ENGINEER	GENERAL CONTRACTOR
-	ADDvirtue	Compass Engineering	TBD
Cori Fabian	Ian Kaplan	Wayne Staker	-
cori@fabianhouse.com	Ian@addvirtue.com	Wayne@cpeutah.com	-
-	-	-	-
-	-	-	-
Ph. 801.917.0170	Ph. 585.261.1856	Ph. 801-664-2197	Ph. -

VICINITY MAP



PROJECT INFORMATION

ADDRESS:	480 E 100 S ALPINE, UT 84004
PARCEL RECORD #:	16153040040000
AUTHORITY W/ JURISDICTION:	ALPINE
SITE AREA:	.19 ACRES
DESCRIPTION:	NEW SINGLE FAMILY RESIDENCE
EXISTING SITE USE:	SINGLE FAMILY RESIDENTIAL
CONSTRUCTION TYPE:	VB (WOOD FRAME)
PROJECT AREA (GROSS):	**PRIMARY DWELLING:**
	BASEMENT: 218 SF
	MAIN: 1,596 SF
	UPPER: 1,036 SF
	ATTIC (HABITABLE): 378 SF
	GARAGE: 501 SF
	TOTAL: 3,729
	ACCESSORY DWELLING (ATTACHED):
	MAIN: 142 SF
	UPPER: 389 SF
	ATTIC (HABITABLE): 117 SF
	TOTAL: 648 SF
	TOTAL PROJECT SF: 4,159 SF

SHEET INDEX

GENERAL	
G001	TITLE SHEET & 3D VIEWS
G002	NOTES, ABBREV., & SYMBOLS
G003	ASSEMBLIES
G004	SWPPP & ALPINE STANDARD DETAILS
G005	DRAINAGE CALCULATIONS
ARCHITECTURAL	
A200	FOUNDATION PLAN & AXON
A201	BASEMENT LEVEL PLAN
A202	MAIN LEVEL PLAN
A203	UPPER LEVEL PLAN
A204	ATTIC PLAN
A205	ROOF PLAN
A100	SITE PLANS & EXTERIOR AXONS
A220	MAIN LEVEL RCP
A221	UPPER LEVEL RCP
A222	ATTIC LEVEL RCP
A230	SCHEMATIC UTILITY PLANS
A250	INTERIOR ELEVATIONS
A500	BUILDING DETAILS
A251	INTERIOR ELEVATIONS
A260	INTERIOR 3D VIEWS
A300	BUILDING ELEVATIONS
A350	BUILDING SECTIONS
A351	BUILDING SECTIONS
A352	BUILDING SECTIONS
A501	BUILDING DETAILS
A502	BUILDING DETAILS
STRUCTURAL	
S0.1	GENERAL NOTES
S1.1	FOOTING AND FOUNDATION PLAN
S1.2	FOOTING & FDN DETAILS
S2.1	MAIN FLOOR FRAMING PLAN
S2.2	UPPER FLOOR/LOW ROOF FRAMING PLAN
S3.1	MAIN LEVEL SHEARWALL PLAN
S4.1	FLOOR FRAMING DETAILS
S5.1	ROOF FRAMING DETAILS

ZONING INFORMATION

ZONE: TR-10,000 TOWN RESIDENTIAL (1/4" ACRE)

MAXIMUM BUILDING HEIGHT PER 3.02.060 (SEE A300):

34' AS DETERMINED PER 3.21.080 - AVERAGE ELEVATION OF FINISHED GRADE TO *ROOFLINE OF STRUCTURE. *ROOFLINE FOR GABLE & HIP MEASURED AT MID POINT BETWEEN RIDGE AND LOWEST ELEVATION OF EAVES ON MAIN ROOF STRUCTURE. EXCEPTIONS INCLUDE CHIMNEYS

CALCULATION OF GRADE PLANE: 4971.25 + 4973.50 + 4976.00 + 4973.90 / 4 = 4973.66
MAXIMUM HEIGHT PROVIDED FROM GRADE PLANE:

MINIMUM SETBACK REQUIREMENTS PER 3.02.050.1 (SEE A100):

FRONT YARD SETBACK:	30' FROM P.L.
PROVIDED:	30' - 5 1/2"
SIDE YARD:	22' AGGREGATE, 10' MINIMUM
PROVIDED:	10' - 3", 14' - 5", TOTAL OF 24'-8"
REAR YARD:	20'
	21' - 2 1/2"

MAXIMUM LOT COVERAGE PER 3.02.040.2 (SEE A100):

NO MORE THAN 50% INCLUDING BUILDING AND IMPERVIOUS MATERIALS
PROVIDED:

APPLICABLE CODES:

ALL CONSTRUCTION SHALL COMPLY WITH THE FOLLOWING CODES:

- 2021 INTERNATIONAL RESIDENTIAL CODE (IRC)
- 2021 INTERNATIONAL PLUMBING CODE (IPC)
- 2021 INTERNATIONAL MECHANICAL CODE (IMC)
- 2021 INTERNATIONAL FUEL GAS CODE (IFGC)
- 2021 INTERNATIONAL ENERGY CONSERVATION CODE (IECC)
- 2020 NATIONAL ELECTRIC CODE (NEC)

NOTICE TO ALL:

IT IS THE RESPONSIBILITY OF EACH AND EVERY CONTRACTOR, SUB-CONTRACTOR, AND/OR TRADE TO VERIFY ALL ASPECTS OF THESE DRAWINGS AND TO MAKE ANY AND ALL CORRECTIONS, ALTERATIONS, AND/OR CHANGES NECESSARY TO COMPLY WITH ALL CODE REQUIREMENTS, LOCAL REGULATIONS, AND PROPER DESIGN CRITERIA, UPON NOTIFICATION OF THE GENERAL CONTRACTOR AND DESIGNER AND TO ASSURE THE FUNCTION AND/OR OPERATION OF THE SAME, TO A REASONABLE STANDARD, AS REQUIRED BY LAW.

NORTHEAST

NORTHWEST

SOUTHEAST

SOUTHWEST

ADDVIRTUE
ADVOCACY | DESIGN | DEVELOPMENT
SALT LAKE CITY, UTAH
ANNAPOLIS, MARYLAND
IAN@ADDVIRTUE.COM

ALPINE HOUSE
480 E 100 S, Alpine, UT 84004

PERMIT	3/13/2026
REVISION SETS MARK	DATE
PLOT DATE	3/13/2026
PROJECT	A2519
DRAWN BY	IK
CHECKED BY	IK
SHEET TITLE	TITLE SHEET & 3D VIEWS

G001

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ABBREVIATIONS

A.B.	Anchor Bolt	Jan.	Janitor
A.B.C.	Aggregate Base Course	Jst.	Joist
AC.	Air Conditioning	JT.	Joint
Acoust.	Acoustical		
A.D.	Access Door, Area Drain	Kit.	Kitchen
Add.	Addendum, Addition	K.J.	Keyed Joint
Adj.	Adjustable	K.O.	Knock Out
A.F.F.	Above Finish Floor		
AL. or Alum.	Aluminum	Lam.	Laminated
Alt.	Alternate	Lav.	Lavatory
&	And	L.B.	Lag Bolt
<	Angle	L.L.	Live Load
Anod.	Anodized	L.L.H.	Long Leg Horizontal
Arch.	Architectural	L.L.V.	Long Leg Vertical
Assy.	Assembly	Longit.	Longitudinal
		L.P.	Low Point
BD.	Board	L.W.C.	Light Weight Concrete
Btwn.	Between		
B.O.F.	Bottom of Footing	Mas.	Masonry
Bldg.	Building	MDF.	Medium Density Fiberboard
Blkg.	Blocking	M.D.O.	Medium Density Fiberboard-Outdoor
BM.	Beam	M.O.	Masonry Opening
B.N.	Boundary Nail	Matl.	Material
B.O.	Bottom of	Max.	Maximum
Bot.	Bottom	Mech.	Mechanical
Brg.	Bearing	Memb.	Membrane
B.S.	Both Sides	Mtl.	Metal
B.U.	Built-up	Mfr.	Manufacturer
		Min.	Minimum
C.(or [])	Channel	Misc.	Miscellaneous
CBC	California Building Code		
Cer.	Ceramic	N.	North
C.B.	Catch Basin	N.A.	Not Applicable
CIP	Cast-in-place	N.I.C.	Not in Contract
C.J.	Control Joint	N.T.S.	Not to Scale
CL	Centerline	NO.	Number
Clg.	Ceiling		
Clr.	Clear(ance)	O.C.	On Center
CMU	Concrete Masonry Unit	O.D.	Outside Diameter
Clos.	Closet	O.F.	Overflow, Outside Face
C.O.	Clean-out	O.F.C.I.	Owner Furnished/Contractor Installed
Col.	Column	O.H.	Opposite Hand
Comp.	Composite	Opng.	Opening
Conc.	Concrete	Opp.	Opposite
Const.	Construction		
Cont.	Continuous	PL.	Plate
Coord.	Coordinate	Perim.	Perimeter
Corr.	Corridor	Perp.	Perpendicular
Ctr.	Center	P.Lam.	Plastic Laminate
		Plas.	Plaster
d	Penney (nail size)	Plast.	Plastic
D.P.	Damp Proofing	P.D.	Planter Drain
DBA.	Dark Bronze Anodized	P.L.F.	Per Lineal Foot
D.F.	Douglas Fir	Plywd.	Plywood
Dbl.	Double	P.S.F.	Pounds Per Square Foot
Dia.	Diameter	P.S.I.	Pounds Per Square Inch
Diag.	Diagonal	P.T.	Pressure Treated, Post-tensioned
Diaph.	Diaphragm	P.T.S.	Post-tensioned Slab
Dim.	Dimension	PV	Photovoltaic
D.L.	Dead Load	PVC	Polyvinyl Chloride
DN	Down		
DR.	Door	R.C.P.	Reflected Ceiling Plan
D.S.	Downspout	R.D.	Roof Drain
Dtl.	Detail	Ref.	Refer(ence)
Dwg.	Drawing	Reinf.	Reinforcing
Dwls.	Dowels	Reqd.	Required
		Rqmt.	Requirements
E.	East	Resil.	Resilient
EA.	Each	Ret.	Retain(ing)
E.B.	Expansion Bolt	RM.	Room
E.J.	Expanding Joint	R.O.	Rough Opening
Elec.	Electric(al)		
Elev.	Elevation	S.	South
E.N.	Edge Nail	SC.	Scale, Screw, Solid Core
Encl.	Enclosure	Sched.	Schedule
EQ.	Equal	SF.	Square Feet
Equip.	Equipment	Sht.	Sheet
E.W.	Each Way	Sim.	Similar
Ext.	Exterior	SH.	Single Hung
Exist.	Existing	Sldr.	Slider
		S.M.F.E.	Surface-mounted Fire Extinguisher
FACP	Fire Access Control Panel	Spec.	Specification
F.B.	Flat Bar	SQ.	Square
F.D.	Floor Drain	S.S.	Stainless Steel
Fdn.	Foundation	Stagg.	Staggered
F.E.C.	Fire Extinguisher Cabinet	Std.	Standard
F.F.	Finish Floor, Factory Finish	Stiff.	Stiffener
F.F.E.	Finished Floor Elevation	Stor.	Storage, Storefront
F.G.	Finished Grade, Pultruded Fiberglass	Str.	Structural
		Stl.	Steel
F.H.C.	Fire Hose Cabinet	Sym.	Symmetrical
F.H.(M.)S.	Flat Head Screw		
Fin.	Finish	T.	Tread, Tempered
Flr.	Floor	T&G	Tongue and Groove
Fluor.	Fluorescent	Thr.	Threshold
F.M.C.	Floor Material Change	T.I.	Tenant Improvement
F.N.	Field Nailing	T.J.	Tooled Joint
F.O.	Face of (specify item)	T.N.	Toe Nailed
F.O.B.	Face of Brick	T.O.	Top of (specify item)
F.O.C.	Face of Concrete	T.O.C.	Top of Curb
F.O.F.	Face of Finish	T.O.G.	Top of Grate
F.O.M.	Face of Masonry	T.O.P.	Top of Plate
F.O.P.	Face of Panel	T.O.S.	Top of Sheathing
F.O.S.	Face of Stud	T.O.W.	Top of Wall
FT.	Foot, Feet	Trans.	Transverse
Ftg.	Footing	Typ.	Typical
F.S.	Finish Surface, Floor Sink		
		U.N.O.	Unless Noted Otherwise
GA.	Gauge	U.L.	Underwriters Laboratory
Galv.	Galvanized	URM	Unreinforced Masonry
G.I.	Galvanized Iron		
GL.	Glass	Vent.	Ventilator, Ventilation
G.L.B.	Glu-lam beam	Vert.	Vertical
GWB	Gypsum Wall Board	V.R.	Vapor Retarder
		V.T.R.	Vent Through Roof
H.B.	Hose bibb	V.T.W.	Vent Through Wall
HC.	Hollow Core	VN.	Vinyl
HCMB.	Honeycomb Core	V.W.C.	Vinyl Wall Covering
HD.	Head	V.C.L.	Vinyl Chain Link
Hdr.	Header	V.C.T.	Vinyl Composition Tile
Hdwr.	Hardware		
Hgr.	Hanger	W.	West
Horiz.	Horizontal	Wdw.	Window
HR.	Hour	W/	With
HM.	Hollow Metal	W.GL.	Wire Glass
H.S.S.	Hollow Structural Section	W.H.	Water Heater
HT.	Height	W/O	Without
HVAC	Heating, Ventilation and Air Conditioning	WP.	Waterproof
		W.P.J.	Weakened Plane Joint
H.W.	Hot Water	W.R.	Water Resistant
		WT.	Weight
I.D.	Inside Diameter	W.W.F.	Welded Wire Fabric
IN.	Inch	W.W.M.	Welded Wire Mesh
Incl.	Included	WD.	Wood
Insul.	Insulation		
Int.	Interior		

LEGEND - PROJECT SYMBOLS

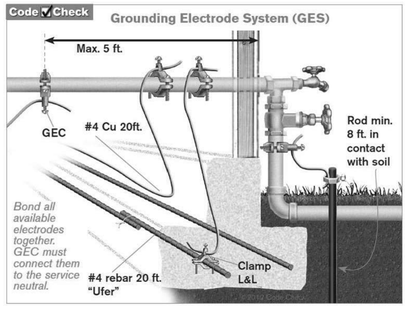
- Keynote
- Window/Storefront Tag
- Door Tag
- Wall/Floor/Ceiling/Roof Type
- Wall, Floor, Base, Ceiling Finish Tag. This symbol when attached to a wall shall indicate this finish for entire length of wall from one intersection to the next and not be terminated by windows or doors U.N.O.
- Datum Tag
  - Indicates Item or Floor Level Being Referenced
  - Elevation Datum
- Revision Tag
  - Delta Symbol & Revision Number
  - Revision Cloud Around Area of Change
- Enlarged Drawing/Detail Reference
  - Detail Number
  - Sht. No.
  - Detailed Area
- Building Section Reference
  - Dwg. No.
  - Sht. No.
- Wall Section Reference
  - Dwg. No.
  - Sht. No.
- Elevation Tag
  - Dwg. No.
  - Sht. No.
- Finish Tag
  - Corresponding Wall Finishes
  - Base Finish
  - Floor Finish
- Grid Line Reference - Wood Structure
- Dimension - Denoting Face of Structure/Framing U.N.O.
- Dimension - Denoting Centerline
- Dimension - Denoting Face of Finish/Clear
- Shaft or Opening

GENERAL RESIDENTIAL NOTES

1. It is the responsibility of the contractor to become fully aware of any and all conditions related to the site and existing conditions that may effect the cost of scheduling construction activities, prior to submitting a bid.
2. Contractor shall be responsible for verifying all dimensions and conditions at the job site including soil conditions, and other conditions related to the existing utilities and services prior to commencing work.
3. Do not scale drawings or details - use given dimensions. Check details for location of all items not dimensioned on plans. Dimensions on plans are to face of framing, exterior face of foundation, or centerline of columns, unless noted otherwise.
4. Doors and cased openings without dimensions are to be three (3) inches from face of adjacent wall or centered between walls.
5. The drawings indicate general and typical details of construction. Where conditions are not specifically indicated but are of similar character to details shown, similar details of construction shallb e used, subject to review and approval by the architect and structural engineer.
6. Building systems and components not specifically detailed shall be installed, as per minimum manufacturer recommendations. Contractor shall notify the architect of any resulting conflicts prior to commencing work.
7. Structural, electrical, mechanical and energy notes are located within this set of drawings.
8. All work shall conform to applicable building codes and ordinances. In case of any conflict wherein the methods or standards of installation or the materials specified do not equal or exceed the requirements of the laws or ordinances, the laws or ordinances shall govern.
9. Consulting engineer(s) drawings are supplementary to the architectural drawings. It shall be in the responsibility of each contractor to check with the architectural drawings before installation of their work. Any discrepancy between the architectural drawings and the consulting engineer(s) or other supplementary drawings shall be brought to the architect and owner's attention in writing.
10. This project contains glazing that will be subject to federal and local glazing standards and the glazing subcontractor shall be responsible for adherance to these requirements. If the glazing subcontractor finds discrepancies in the documents not in compliance with the standards, he/she shall bring discrepancies to the attention of the architect before proceeding.
11. All glazing in hazardous locations, defined by IRC R308.4, shall be safety glazing, including but not limited to the safety glazing identified in the construction documents.
12. Install dust barriers and other protection as reqruired to protect installed finishes and facilities.
13. There shall be no exposed pipe, conduits, ducts, vents, etc. All such lines shall be concealed or furred and finished, unless noted as exposed construction on drawings. Offset studs where required, so that finished wall surface will be flush.
14. Contractor shall provide temporary bracing for the structure and structural components until all final connections have been completed in accordance with the plans.
15. Carry all footings to solid, undisturbed original earth. Removal all suitable material under footings and slab and replace with concrete or compacted fill as directed by engineer and architect.
16. All wood framing details not shown otherwise shall be constructed to the minimum standards of the IRC.
17. All wood in direct contact with concrete or exposed to weather shall be pressure treated with an approved preservative unless decay resistant heartwood of cedar or redwood is used. Fasteners for pressure treated wood shall be hot dipped galvanized steel, stainless steel, silicon bronze, or copper.
18. Nail gypsum wallboard to all studs, top and bottom plates and blocking with cooler nails @ 7" o.c. maximum spacing unless shown otherwise. Use 5d for 1/2" wallboard, 6d for 5/8" wallboard.
19. Provide galvanic insulation between dissimilar metals.
20. The contractor is to verify the location of all utilities and services to the site prior to beginning any site improvements.
21. No materials from the work are to be stock piled on public right-of-ways. All rubbish and debris is to be removed from the site.
22. Adjacent properties, streets and walks are to be protected from damage at all times.
23. All downspouts and roof drains to be connected to storm sewer by tightline unless site conditions allow for drywells or surface drainage as permitted by local jurisdiction and shown in construction documents.
24. The contractor shall secure permits required by the fire department prior to building occupation.
25. The contractor shall take all necessary precautions to ensure the safety of the occupants and workers at all times during the course of the project.
26. Approved plans shall be kept in a plan box and shall not be used by any workmen. All construction sets shall reflect the same information. The contractor shall also maintain in good condition, one complete set of plans with all revisions, addenda and change orders on the premises at all times. Said plans are to be under the care of the job superintendent.
27. The contractor and/or the sub-contractors shall apply for, obtain, and pay for all required permits and fees except for the building permit.
28. Construction hours, per jurisdiction, are to be observed for all phases of the project.
29. Class "A" roofing is required for fire protection.
30. Ducts in the garage and ducts penetrating the walls or ceilings separating the dwelling from the garage shall be constructed of a minimum no. 26 gauge steel and shall have no openings in the garage.
31. Remove all vegetation, organic material and wood formwork from under-floor grade before the building is occupied for any reason.
32. Fireblocking shall be provided to cut off all concealed draft openings (both vertical & horizontal) and to form an effective fire barrier between stories, and between a top story and the roof space, including the following: vertically at ceiling and floor levels, horizontally at intervals not exceeding 10 feet, at all interconnections between concealed vertical & horizontal spaces such as soffits, drop and cove ceilings, in concealed spaces between stair stringers at the top and bottom of the run, and at openings around vents, pipes, and ducts at ceiling and floor level with an approved material to resist the free passage of flame. Wall covering products sensitive to adverse weather shall not be installed until adequate weather protection for the installation is provided. Exterior sheathing shall be dry before applying exterior cover.
33. Interior coverings or wall finishes shall be installed in accordance with IRC chapter 7 and tables R702.1(1), R702.1(2), R702.1(3) and R702.3.5. Interior masonry veneer shall comply with the requirements of R703.7.1 for support and section R703.7.4 for anchorage, except an air space is not required. Interior finishes and materials shall conform to the flame spread and smoke density requirements of R302.9.
34. Unless specified otherwise, all coverings shall be fastened in accordance with table R703.4 or with other approved aluminum, stainless steel, zinc-coated or other corrosion-resistive fasteners.
35. Asphalt shingle base and cap flashing shall be installed in accordance with manufacturer's installation instructions. Base flashing shall be of either corrosion-resistant metal of .019 inch nominal thickness or mineral surface roll roofing weighing a minimum of 77 lbs over 100 sf. Cap flashing shall be corrosion-resistant metal of .019 minimum nominal thickness. Valley linings shall be installed in accordance with manufacturers installation instructions. See IRC R905.2.8.2 for valley lining types allowed.
36. Roofing shall include an ice barrier that consists of at least two layers of underlayment cemented together or of a self-adhering polymer modified bitumen sheet used in lieu of normal underlayment and must extend from the eaves edge to a point at least 24 inches inside the exterior wall line of the building.
37. Metal roofing shall be applied to solid sheathing. Metal roofing over structural decking shall comply with table 905.10.3. The minimum slope for standing seam metal roofing systems is per IRC 905.10.2. Install in accordance with IRC 905. The following fasteners shall be used:
    A. Galvanized fasteners for galvanized roofing
    B. Three hundred series stainless steel fasteners for copper roofs.
    C. Stainless steel fasteners are acceptable for metal roofs.
38. Installation of appliances shall conform to the conditions of their listing and label and manufacturer's installation instructions. The manufacturer's operating and installation instructions shall remain attached to the appliance.
39. A permanent factory-applied nameplate shall be affixed to appliances on which shall appear, in legible lettering, the manufacturers name or trademark, the model number, serial number, and the seal or mark of the testing agency. The hourly rate in btu/h(w), type of fuel or electrical rating and other information as described in IRC M1303.1 ang G2404.3 shall be required on the label.
40. Where conflicts occur between the IRC and the conditions of listing or the manufacturer's installation instructions occur, the provisions of the code shall apply.
41. Fuel-fired appliances shall be designed for use with the type of fuel to which they will be connected and the altitude at which they are installed. Appliances that comprise parts of the building mechanical system shall not be converted. The fuel input rate shall not be increased or decreased beyond the limit rating for the altitude at which the appliance is installed.
42. The building or structure shall not be weakened by the installation of mechanical systems. Where floors, walls, ceilings or any other portion of the building or structure are required to be altered or replaced in the process of installing or repairing any system, the building or structure shall be left in a safe structural condition in accordance with the IRC.
43. Heat-producing equipment and appliances shall be installed to maintain the required clearances to combustible construction as specificed in the listing and manufacturer's instructions. Reduction of clearances shall be in accordance with manufacturer's instructions and IRC table M1306.2 or IMC section 308. Clearances to combustibles shall include such considerations as door swing, shutters, coverings and drapes. Devices such as door stops or limits, closers, drapery ties or guards shall not be used to provide adequate clearances.

ELECTRICAL NOTES

1. All electrical work is to be bidder designed. The final design shall be based on the electrical drawings and specifications contained in this set, and shall comply with the National Electric Code and local code regulations. The contractor shall perform all work in conformity with these regulations whether or not such work is specifically shown in these drawings.
2. The electrical work must adhere to all requirements of the construction documents. Additional notes are provided on electrical drawings if provided.
3. It shall be the responsibility of each Contractor to check with the Architectural drawings before installation of their work. Any discrepancy between the Architectural drawings and the consulting engineer(s) or other supplementary drawings shall be brought to the Architect's attention in writing.
4. Each Contractor shall obtain his/her ancillary permit(s) as required.
5. Wiring methods shall be as permitted by code and installation per NECA standards.
6. Electrical Service capacity and size shall be computed by method indicated in the 2015 IRC.
7. Panels or cabinets enclosing fuses, circuit breakers, switches or other electrical service equipment shall be in an unsuspicious, accessible, and protected location and shall comply with the 2015 IRC. Electrical Panels must maintain a 30" by 36" working space in front of the panel with a minimum clearance of 6' to the underside of the ceiling/exposed structure.
8. Electrical meter base shall be located in an area that is protected from outside weather. Contractor to coordinate final location with Architect.
9. All devices to be specification grade.
10. Lighting fixtures:
    A. Electrical contractor shall install permanent lighting fixtures as indicated on plans. See fixture schedule for manufacturer of fixtures.
    B. All fixtures shall have a U.L. label listing. If not U.L. listed, fixture shall not be installed.
    C. Height of light switches from finish floor to top of switch to be 48" typical unless noted otherwise on drawings. Switch locations shall be approved by Owner and Architect prior to commencement of wiring. Boxes shall be installed for approval of location.
    D. All recessed downlightes to be thermal rated, and all cast in place to be included in base bid.
    E. All specialty lighting to be coordinated with Architect for power requirements by electrical contractor.
    F. All recessed downlights to be included in base bid with trim rings as specified on the fixture schedule or by Architect/Interior Designer.
    G. All lights in closets shall comply with the clearance dimensions of the 2015 IRC.
    H. Flush mount all switches.
11. Receptacle Outlets:
    A. Except where otherwise shown on drawings, the mounting from the floor to center of outlet shall be 12". Telephone outlets shall be 12". At desks and work surfaces, the outlet shall be 6" above surface.
    B. All outlets within bathrooms, within 6'-0" of sinks, in garages, and all outside outlets shall be G.F.C.I. type outlets typical. All outlets in garage to be 24" above floor minimum.
    C. Unless noted otherwise on drawings, locate and install one G.F.I. weather protected grade level receptacle, and receptacle outside at soffit at each exterior door.
    D. Flush mount all receptacles.
    E. All branch circuits that suply 120 volt, single phase, 15 and 20 ampere outlets installed in bedrooms shall be protected by a combination type arc-fault circuit interrupter (A.F.C.I.) installed to provide protection of the branch circuit.
    F. All 15 and 20 Amp receptacles within the dwelling unit shall be tamper resistant receptacles.
12. Vents:
    A. Electrical contractor shall be responsible for prividing and wiring all fans, fan motors, as required. All connections shall be in accordance with the 2015 IRC.
    B. All ventilation fans shall be installed by electrical contractor. All vents shall meet the IRC for requirements of air changes.
13. Smoke Alarms shall be located in each sleeping room and outside of each separate sleeping area. All smoke alarms shall be interconnected and wired to the primary power source and have battery backup.
14. Carbon monoxide detectors shall be installed on each habitable level of a dwelling unit equipped with a fuel burning appliance.
15. Contractor shall coordinate with mechanical contractor for all power requirements. Electrical contractor shall be responsible for electrical services for mechanical room.
16. All drawings indicate locations as diagramatically. Locations shall be per appropriate codes. Contractor to coordinate final location with Architect.
17. Electrical contractor shall coordinate his work with the work of other trades, and have his work schedule so as not to delay the work of other trades.
18. The electrical contractor shall be responsible for inspection and approval of wiring, installation of fixtures, and equipment, and for final acceptance of the complete electrical installations by the underwriters and by local electrical inspectors. Electrical contractor shall perform all tests as required.
19. Electrical contractor shall be responsible for clean up of all electrical equipment at completion of electrical portion of work.



(UFER) Concrete-Encased Grounding Electrode Detail

MECHANICAL AND ENERGY NOTES

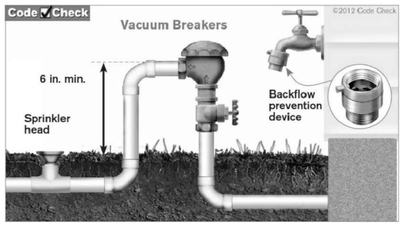
1. All mechanical work is to be bidder designed. The final design shall be based on the mechanical drawings and specifications contained in this set, and shall comply with all applicable codes.
2. The mechanical work must adhere to all requirements of the construction documents. See additional notes provided on mechanical drawings if provided.
3. Shop drawings are required to be produced and submitted to the Engineer and/or Architect for review prior to commencing work.
4. It shall be the responsibility of each Contractor to check with the Architectural drawings before installation of their work. Any discrepancy between the Architectural drawings and the consulting engineer(s) or other supplementary drawings shall be brought to the Architect's attention in writing.
5. Each Contractor shall obtain his/her ancillary permit(s) as required.
6. Ventilation of all areas shall be in conformance with the 2015 IRC and current local Amendments.
7. Combustion air for all fuel-burning appliances to be a minimum rate of 1 SQ. Inch per 3000 BTU/Hour input. One opening must be in the top 12" of the room. 1" clearance around equipment at sides and rear of the appliance. Minimum 30" X 30" clearance in front of appliance.
8. Gas logs and gas appliances shall have a shut-off valve within 6 feet of the appliance.
9. Fuel-burning appliances, including fireplaces, are not permitted to be installed in sleeping rooms, bathrooms, or toilet rooms unless the appliances are direct vent appliances.
10. Fuel-fired water heaters shall not be installed in a room used as a storage closet. Non-direct-vent water heaters located in a bedroom or bathroom shall be installed in a sealed enclosure so that combustion air will not be taken from the living space.
11. Appliances having an ignition source shall be elevated such that the source of ignition is not less than 18" above the floor in garages. Rooms or spaces that are not part of the living space of a dwelling unit and that communicate with a private garage through openings shall be considered to be part of the garage.
12. Submit layout plans, design calculations, and product specifications to county for any radiant heat systems used (IRC R106.1). No snow melt tubing or mesh is permitted in the public right-of-way without a separate permit from the county engineer.
13. Insulate heating trunk and branch supply ducts in unfinished areas, crawl spaces, attics, unheated garages, etc.
14. Vent the dryer to the outside. Maximum length of the duct with two 90 degree elbows is 15'. Provide makeup air to laundry room.
15. If gas pipe system is over 4 ounces pressure, provide a gas piping schematic for the system, including clearly identified operating pressure, type of piping material, size of the gas pipe, lengths of the piping runs, capacity of each appliance in BTU's/Hour or Cubic Feet of Gas/Hour, the brand and location of each regulator, and venting of each regulator (IRC R106.1.1).
16. All exterior joints around windows and doors, openings between walls and roof or foundations, openings at penetrations, and all other such openings shall be sealed, caulked, gasketed or weather stripped to limit air leakage.
17. Exterior doors are to be 1-3/4" insulated core with full weather strip and threshold. All glazing in exterior doors is to be insulating double glazed units with safety glass.
18. All exterior glazing is to be insulating double glazed units.
19. Insulation "R" & "U" values shall comply with Table N1102.1.2 (R402.1.2) (reproduced below) for all new heated areas:

SALT LAKE COUNTY: CLIMATE ZONE 5B		
Ceiling R Value:	49	*NOTE: REFER TO ATTACHED REScheck COMPLIANCE CERTIFICATE
Wood Frame Wall R Value:	20 or 13+5	
Mass Wall R Value:	13/17	
Floor R-Value:	30 (g)	
Basement Wall R-Value:	15/19(c)	
Slab R-Value & Depth:	10, 2 FT (d)	
Crawlspace Wall R-Value:	15/19	
Fenestration U-Factor:	0.32	
Skylight U-Factor:	0.55	

c. "15/19" means R-15 continuous insulation on the interior or exterior of the home or R-19 cavity insulation at the interior of the basement wall. "15/19" shall be permitted to be met with R-13 cavity insulation on the interior of the basement wall plus R-5 continuous insulation on the interior or exterior of the home.
d. R-5 shall be added to the required slab edge R-values for heated slabs.
g. Or insulation sufficient to fill the framing cavity, R-19 Minimum
h. First value is cavity insulation, second is continuous insulation, so "13 + 5" means R-13 cavity insulation plus R-5 continuous insulation or insulated siding. If structural sheathing covers 40% or less of the exterior, continuous insulation R-value shall be permitted to be reduced by no more than R-3 in the locations where structural sheathing is used to maintain a consistant total sheathing thickness.

PLUMBING NOTES

1. All tank type water closets to have a flow rate of not more than 1.6 gallons per flush.
2. All plumbing work is to be bidder designed. The final design shall be based on the mechanical drawings and specifications contained in this set and shall comply with all applicable codes including but not limited to the codes referenced on G001.
3. The plumbing work must adhere to all requirements of the construction documents and performance specifications. Additional notes are contained in the plumbing drawings if provided.
4. It is the responsibility of each Contractor to check with the Architectural drawings before installation of their work. Any discrepancy between the Architectural drawings and the consulting engineer(s) or other supplementary drawings shall be brought to the Architects attention in writing.
5. Provide pressure relief valve for hot water tank. Drain to the outside of the building with drain end not more than two feet nor less than 6" above the ground, pointing down.
6. Hot water tanks having flexible pipe connections and over four feet tall shall be strapped down to prevent overturn in an earthquake.
7. Provide an approved back flow prevention device at all hose bibs.
8. Contractor shall provide a DWV and water distribution riser diagram for City and Architect review.
9. Each horizontal drainage pipe shall be provided with a cleanout at its upper terminal.
10. Contractor to provide horizontal drainage piping with a cleanout at it's upper terminal.
11. All showerheads to have a flow rate of not more than 2.5 gallons per minute.
12. All hose bibs to be non-freeze backflow preventer type.
13. All plumbing vents through the roof to be minimum 3" pipe.
14. Showers shall be finished to a height of not less than 72" above the floor. Material shall be nonabsorbent.



Vacuum Breaker Detail

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ALPINE HOUSE
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PROJECT	A2519
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CHECKED BY	IK
SHEET TITLE	

NOTES, ABBREV., & SYMBOLS

G002

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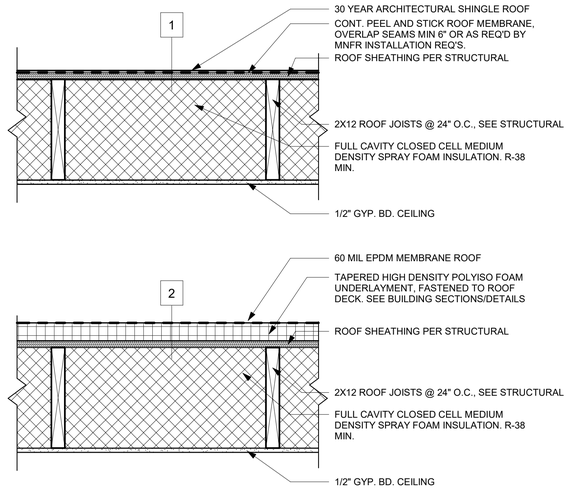
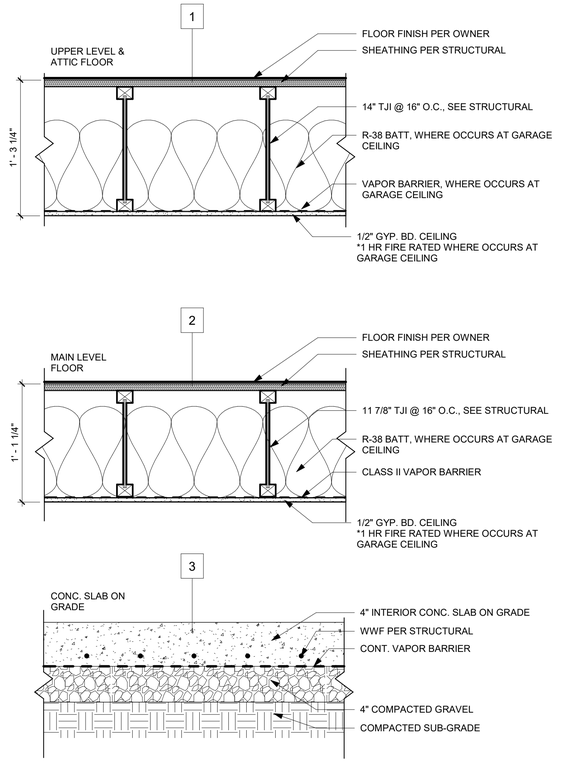
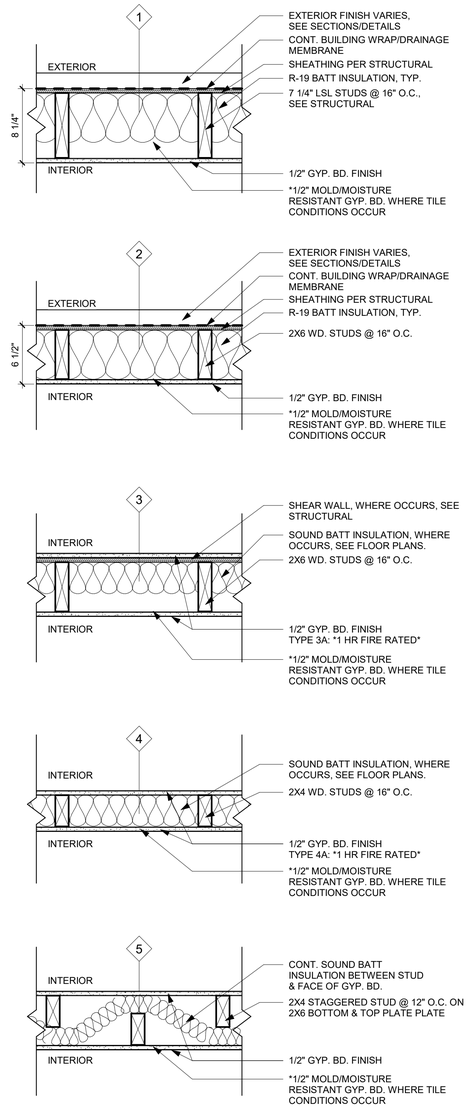
LEGEND - ROOF TYPES



LEGEND - FLOOR TYPES



LEGEND - WALL TYPES



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ASSEMBLIES

G003

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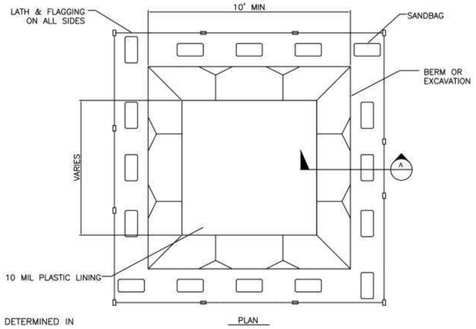
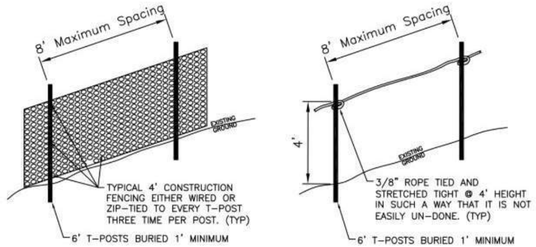
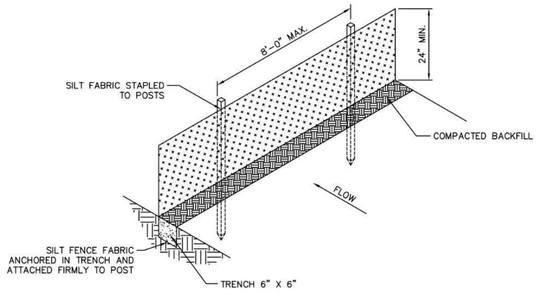


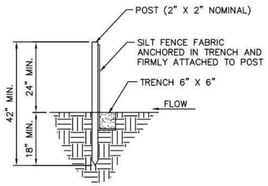
NOTES:
1. ACTUAL LAYOUT DETERMINED IN FIELD.
2. CONCRETE WASHOUT SIGN REQUIRED. SIGN SHALL BE INSTALLED WITHIN 30 FT. OF THE TEMPORARY CONCRETE WASHOUT FACILITY.
3. WASHOUT NEEDS TO BE EMPTIED AND REPAIRED WHEN 75% OF STORAGE CAPACITY IS FILLED.
4. DEVELOPER/CONTRACTOR RESPONSIBLE FOR REMOVAL & PROPER DISPOSAL OF CONCRETE PRIOR TO FILING N.O.T

08 CONCRETE WASHOUT DETAIL
1 1/2" = 1'-0"



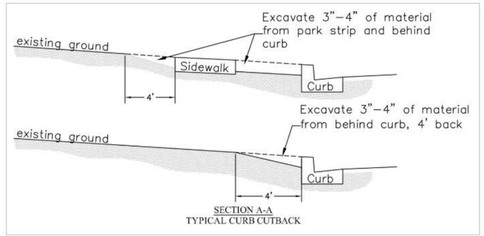
06 CONSTRUCTION FENCE DETAIL
1 1/2" = 1'-0"



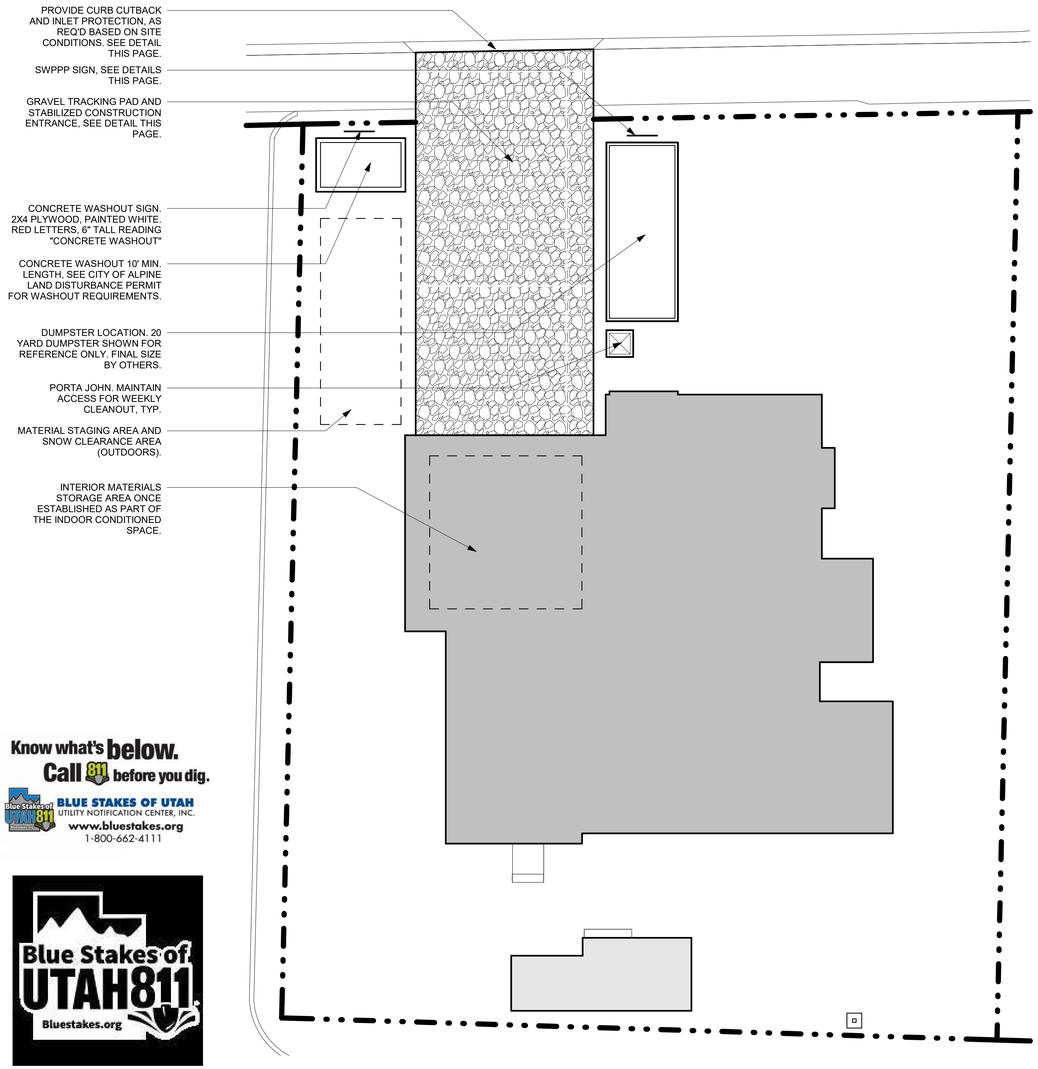


NOTES:
1. MINIMUM FILTER FABRIC HEIGHT SHALL BE 24".
2. POSTS FOR SILT FENCES SHALL BE METAL OR HARD WOOD WITH A MINIMUM LENGTH OF 36". WOOD POSTS SHALL HAVE A MINIMUM DIAMETER OR CROSS SECTION OF 2". METAL POSTS SHALL BE "STUDDED TEE" OR "U" TYPE WITH MINIMUM WEIGHT OF 1.33 LBS/FOOT.
3. DRIVE POSTS VERTICALLY INTO THE GROUND TO A MINIMUM DEPTH OF 18", AND EXCAVATE A TRENCH APPROXIMATELY 6" WIDE AND 6" DEEP ALONG THE LINE OF POSTS AND UPSLOPE FROM THE BARRIER. NO LESS THAN THE BOTTOM 1 FOOT OF THE FABRIC SHALL BE BURIED INTO THIS TRENCH.
4. THE FILTER FABRIC MATERIALS SHALL BE FASTENED SECURELY TO METAL OR WOOD POSTS USING WIRE TIES, OR TO THE WOOD POSTS WITH ¾" LONG #9 HEAVY DUTY STAPLES.
5. POSTS SHALL BE SPACED A MAXIMUM OF 8 FEET APART.

02 SILT FENCE DETAIL
1 1/2" = 1'-0"

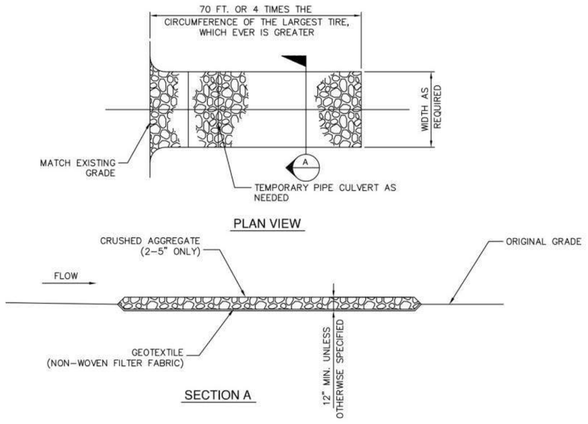


05 TYPICAL CURB CUTBACK DETAIL
1 1/2" = 1'-0"

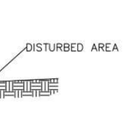


01 Site Plan - SWPPP
1/8" = 1'-0"

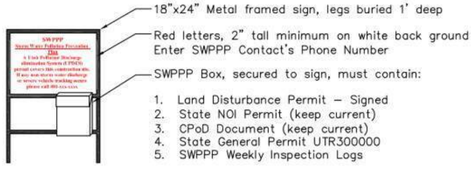
** NO ROCKS SMALLER THAN 2" IN THE TRACKING PAD **



07 STABILIZED CONSTRUCTION ENTRANCE
1 1/2" = 1'-0"



04 SWALE/BERM DETAIL
1 1/2" = 1'-0"



03 SWPPP SIGN DETAIL
1 1/2" = 1'-0"

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SWPPP & ALPINE STANDARD DETAILS

G004

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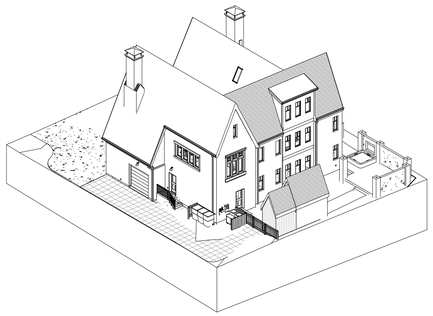
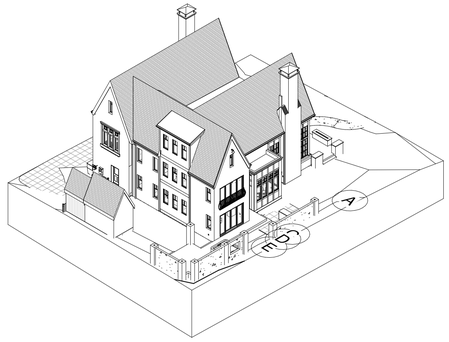
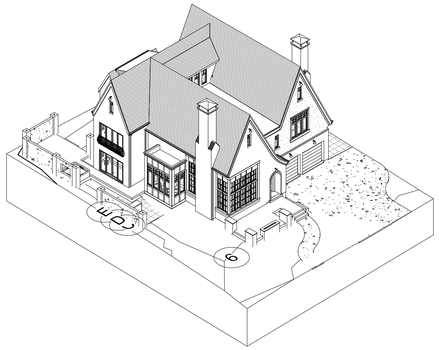


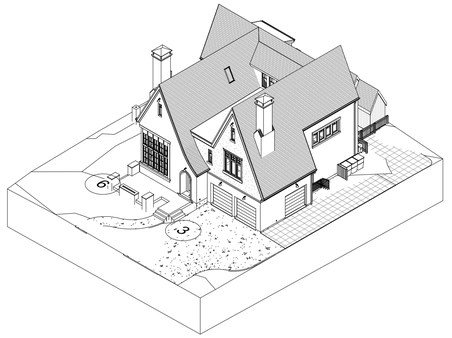
Southwest Axon



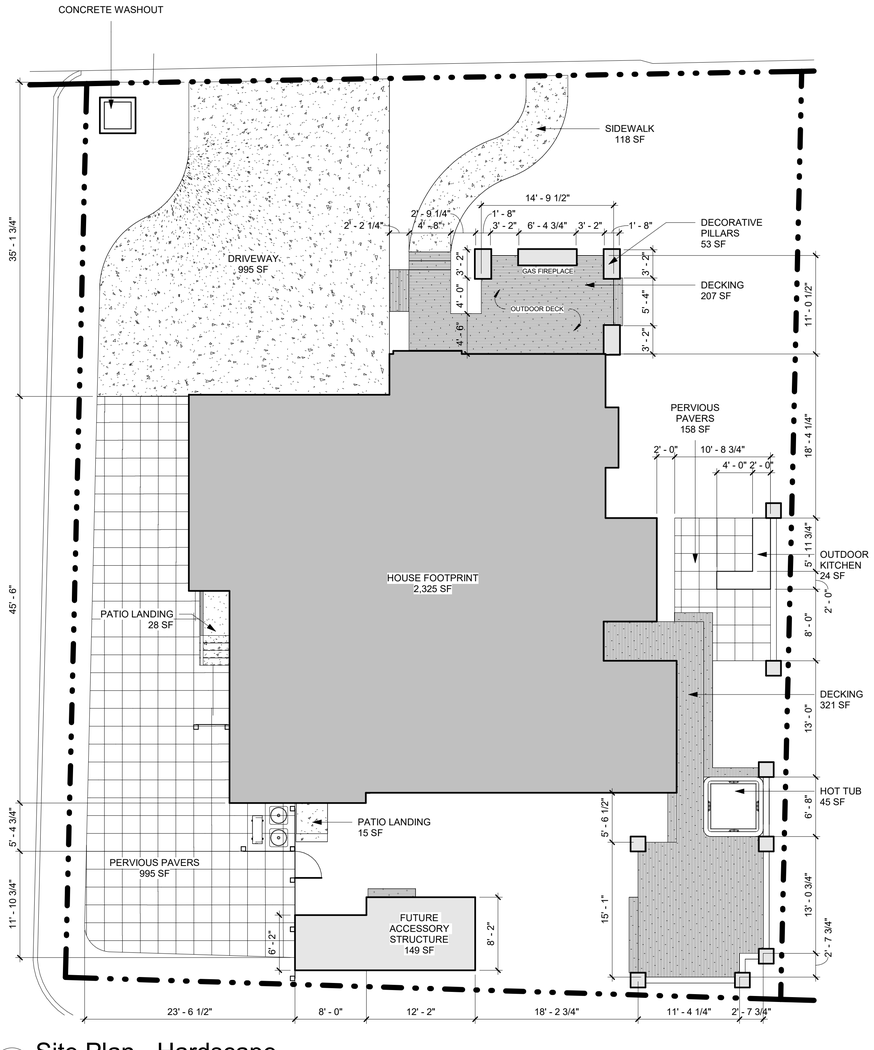
Southeast Axon



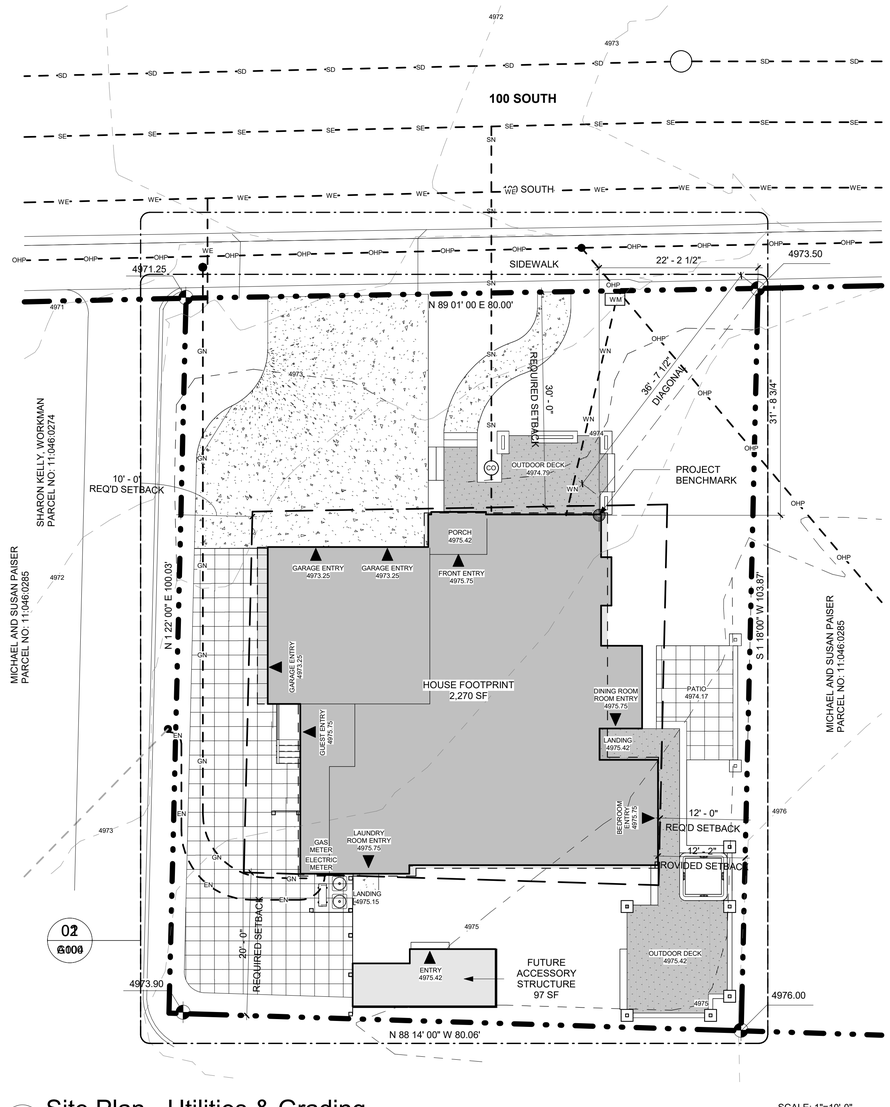
Northeast Axon



Northwest Axon



02 Site Plan - Hardscape
1/8" = 1'-0"



01 Site Plan - Utilities & Grading
1" = 10'-0"

SCALE: 1"=10'-0"
0' 5' 10' 20'

GENERAL NOTES - SITE PLAN

1. UTILITY LOCATIONS ARE SHOWN SCHEMATICALLY. CONTRACTOR TO VERIFY ALL UTILITY LOCATIONS PRIOR TO THE EXECUTION OF ANY WORK.
3. WHEN SHOWN IN SITE PLAN, ALL DIMENSIONS ARE TO FACE OF FINISH TO PROPERTY LINES, IMAGINARY LINES, SETBACKS, ETC., U.N.O.
3. DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN.
4. SEE BUILDING PLANS FOR ALL OTHER NOTES AND DIMENSIONS NO SHOWN HERE.
5. NO PART OF RETAINING WALLS AND FOOTINGS SHALL ENCROACH INTO ADJACENT PROPERTIES OR EASEMENTS.
6. THE PROPERTY OWNER SHALL MAINTAIN ALL DRAINAGE FACILITIES LOCATED WITHIN THE PARCEL AND BE RESPONSIBLE TO PREVENT DAMAGE TO DOWNSTREAM PROPERTIES.
7. CONTRACTOR IS TO CONTACT AND ABIDE BY THE RULES OF THE UTAH DIVISON OF AIR QUALITY, (801) 536-4000.
8. IF NO GAS UTILITY LINE OR METER ARE SHOWN ON THESE DRAWINGS THEN THERE IS NO GAS SERVICE PROVIDED TO THE SUBJECT PROPERTY.
9. ALL UTILITY TRENCHING MUST BE PER SLCPU STANDARD PRACTICE NO. 1
10. ALL UTILITIES MUST MEET HORIZONTAL AND VERTICAL CLEARANCE REQUIREMENTS PER CODE. WATER & SEWER LINES REQUIRE 10' MIN. HORIZONTAL SEPARATION AND 18" MIN VERTICAL SEPARATION. SEWER MUST MAINTAIN 5' MIN. HORIZONTAL SEPARATION AND 12" VERTICAL SEPARATION FROM ANY NON-WATER UTILITIES. WATER MUST MAINTAIN 3' MINIMUM HORIZONTAL SEPARATION AND 12" VERTICAL SEPARATION FROM ANY NON-SEWER UTILITES.
11. A MINIMUM OF ONE EXTERIOR CLEANOUT IS REQUIRED ON THE SEWER LATERAL WITHIN 5' OF THE BUILDING. ADDITIONAL CLEANOUTS ARE REQUIRED AT EACH BEND AND AT LEAST ONE EVERY 50' FOR 4" LATERALS AND ONE EVERY 100' FOR 6" LATERALS.
12. SALT LAKE CITY PUBLIC UTILITIES GENERAL NOTES ARE INCORPORATED AS PART OF THIS PLAN SET.
13. SEWER LATERAL MUST GRAVITY DRAIN ALL FLOORS AND MEET MINIMUM SLOPE REQUIREMENTS (2% FOR 4" LATERALS, 1% FOR 6" LATERALS)'
14. POWER COMPANY, GAS COMPANY AND COMMUNICATION COMPANIES ARE RESPONSIBLE FOR SUBMITTING DESIGN PLANS AS REQUIRED BY TITLE 14 CHAPTER 32 OF THE REVISED ORDINANCES OF SALT LAKE CITY FOR ALL PROPOSED WORK FOR THEIR RESPECTIVE UTILITY LINES FOR THIS PROJECT IN OR ADJACENT TO THE CITY ROW OR A PUBLIC UTILITIES ROW. PLAN REVIEWS ARE REQUIRED BY THE PUBLIC UTILITIES DEPT, UTILITY COORDINATOR AND THE CITY ENGINEERING PUBLIC WAY PERMIT PLAN REVIEWER.
15. ELECTRICAL SERVICE CONDUCTORS MUST BE A MINIMUM OF 8' ABOVE ANY PORTION OF THE STRUCTURE.

LEGEND - SITE PLAN

- BUILDING FOOTPRINT - NEW
- ROOF/PORCH ABOVE
- ASPHAULT DRIVEWAY
- CONCRETE WALKWAY
- PERVIOUS PAVER
- TREX DECKING, 1/2" GAP B/W PLANKS
- PROPERTY LINE
- SETBACK LINES
- FIRE HOSE PULL/HYDRANT DISTANCE
- SEWER CLEAN-OUT. CLEANOUTS LOCATED ON DRIVE-WAY REQUIRE TRAFFIC RATED COVER.
- APPROX. EXISTING SEWER LINE - CONTRACTOR TO FIELD LOCATE PER CODE.
- APPROX. NEW SEWER LINE - CONTRACTOR TO FIELD LOCATE PER CODE.
- APPROX. EXISTING WATER LINE - CONTRACTOR TO FIELD LOCATE PER CODE
- APPROX. NEW WATER LINE - CONTRACTOR TO FIELD LOCATE PER CODE
- APPROX. EXISTING OVERHEAD ELECTRICAL/ TELECOMMUNICATIONS LINE - CONTRACTOR TO FIELD LOCATE PER CODE
- APPROX. NEW BURIED ELECTRIC LINE - CONTRACTOR TO FIELD LOCATE PER CODE
- APPROX. EXISTING GAS LINE - CONTRACTOR TO FIELD LOCATE PER CODE
- APPROX. NEW GAS LINE - CONTRACTOR TO FIELD LOCATE PER CODE

SITE PLAN CALCULATIONS

8125 SF LOT
MAXIMUM ALLOWED COVERAGE: 50%

2,325 SF HOUSE FOOTPRINT
149 SF ACCESSORY STRUCTURE FOOTPRINT
186 SF MISC. HARDSCAPE
995 SF DRIVEWAY FOOTPRINT
3,655 SF TOTAL COVERAGE

3,655 SF/8,125 SF = 44.9% COVERAGE
MAXIMUM ALLOWED: 50.0% COVERAGE

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PROJECT	A2519
DRAWN BY	IK
CHECKED BY	IK
SHEET TITLE	SITE PLANS & EXTERIOR AXONS
	A100

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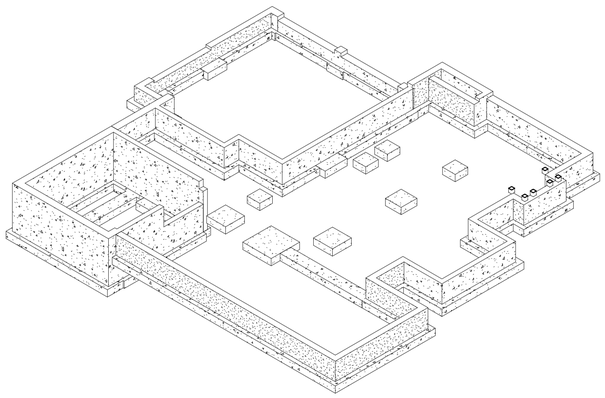
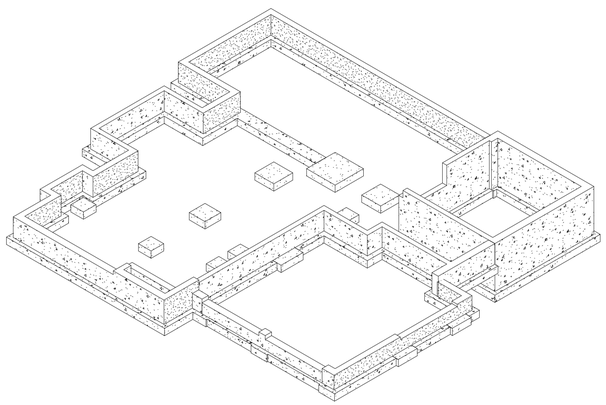
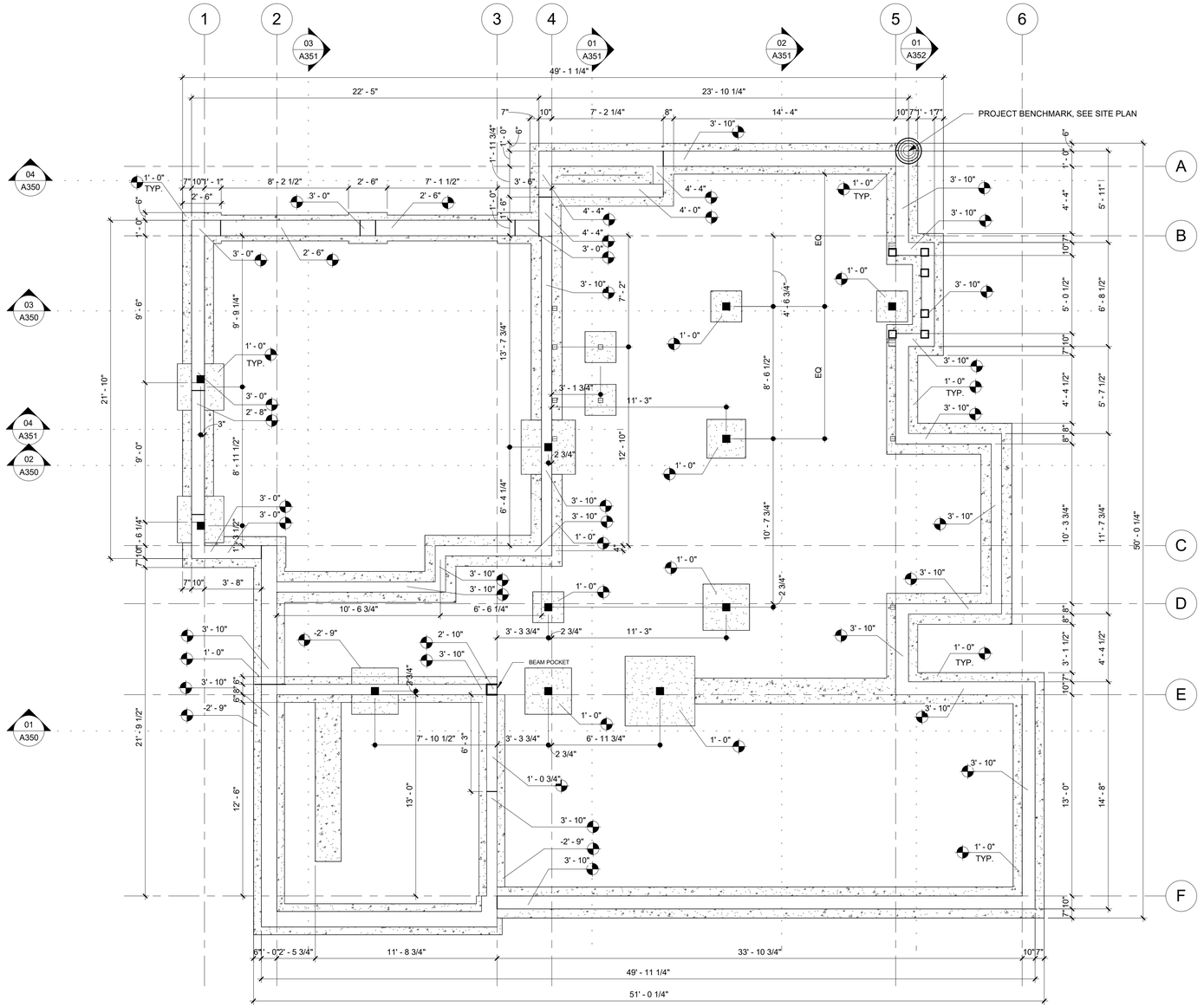


03 SE Foundation Axon



02 NW Foundation Axon



01 Foundation Plan
1/4" = 1'-0"

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FOUNDATION PLAN & AXON

A200

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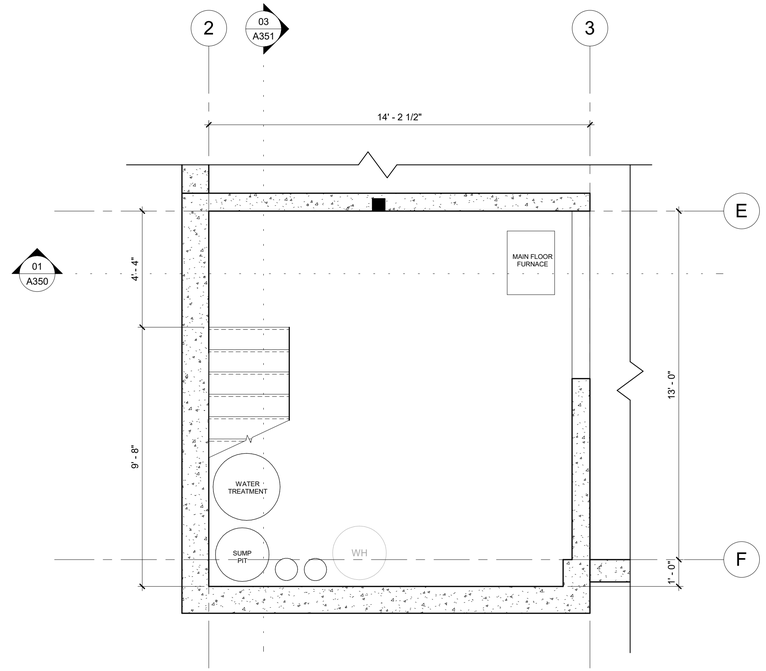
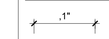


01 Basement Plan
3/8" = 1'-0"

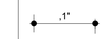
GENERAL NOTES - FLOOR PLAN

1. WHEN SHOWN IN PLAN, ALL DIMENSIONS ARE TO FACE OF STUD, FACE OF CONCRETE, CENTERLINE OF COLUMNS, OR CENTERLINE OF WALL ASSEMBLIES, U.N.O.
2. DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN.
3. ALL CLEAR DIMENSIONS ARE NOT TO BE ADJUSTED WITHOUT APPROVAL OF THE ARCHITECT.
4. SEE SITE PLAN FOR OVERALL SITE DIMENSIONS AND NOTES NOT SHOWN.
5. ALL GRID LINES INDICATE CENTER OF STRUCTURAL WALL OR FACE OF STRUCTURAL MATERIAL, U.N.O.
6. WINDOW TYPES AND LOCATIONS SHALL BE AS PER BUILDING PLANS, NOT ENLARGED PLANS.
7. SEE ENLARGED PLANS FOR DIMENSIONS, TAGS, KEYNOTES, NOTES, ETC. NOT SHOWN.
8. SEE FINISH LEGEND FOR TYPICAL FINISHES, U.N.O.
9. SEE REFLECTED CEILING PLANS FOR LOCATIONS AND DIMENSIONS OF SOFFITED AREAS.
10. PROVIDE AND INSTALL 2X FLAT WOOD BLOCKING FOR ALL BATH ACCESSORIES, HANDRAILS, CABINETS, TOWEL BARS, WALL MOUNTED FIXTURES AND ANY OTHER ITEMS ATTACHED TO WALLS.
11. ALL CHANGES IN FLOOR MATERIALS OCCUR AT CENTERLINE OF DOOR OR FRAMED OPENINGS UNLESS OTHERWISE INDICATED ON THE DRAWINGS.
12. AT AREAS OF TRANSITION BETWEEN DIFFERENT WALL ASSEMBLIES, CONTINUE THICKEST LAYER OF SUBSTRATE OR FINISH TO PROVIDE A FLUSH FINISHED SURFACE IN ALL DIRECTIONS TO NEAREST PERPENDICULAR SURFACE (WALL, CEILING, ETC.), U.N.O.
13. PROVIDE BATT INSULATION AT INTERIOR WALLS FOR ACOUSTIC PURPOSES AT BATHROOMS, LAUNDRY ROOMS AND MECHANICAL ROOMS, U.N.O.
14. ALL BLOCKOUTS IN SLABS, WALLS, FOOTINGS AND P.T. SLABS WHERE OCCUR SHALL BE COORDINATED AND PROVIDED, EVEN IF NOT SPECIFICALLY SHOWN ON DRAWINGS.

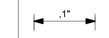
LEGEND - FLOOR PLAN



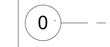
DIMENSION - DENOTING FACE OF STRUCTURE/FRAMING U.N.O.



DIMENSION - DENOTING CENTERLINE



DIMENSION - DENOTING FACE OF FINISH/CLEAR



GRID LINE REFERENCE - FACE OF STUD, EDGE OF CMU/CONCRETE

BUILDING SECTION REFERENCE
DWG. NO.
SHEET NO.

WALL SECTION REFERENCE
DWG. NO.
SHEET NO.

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BASEMENT LEVEL PLAN

A201

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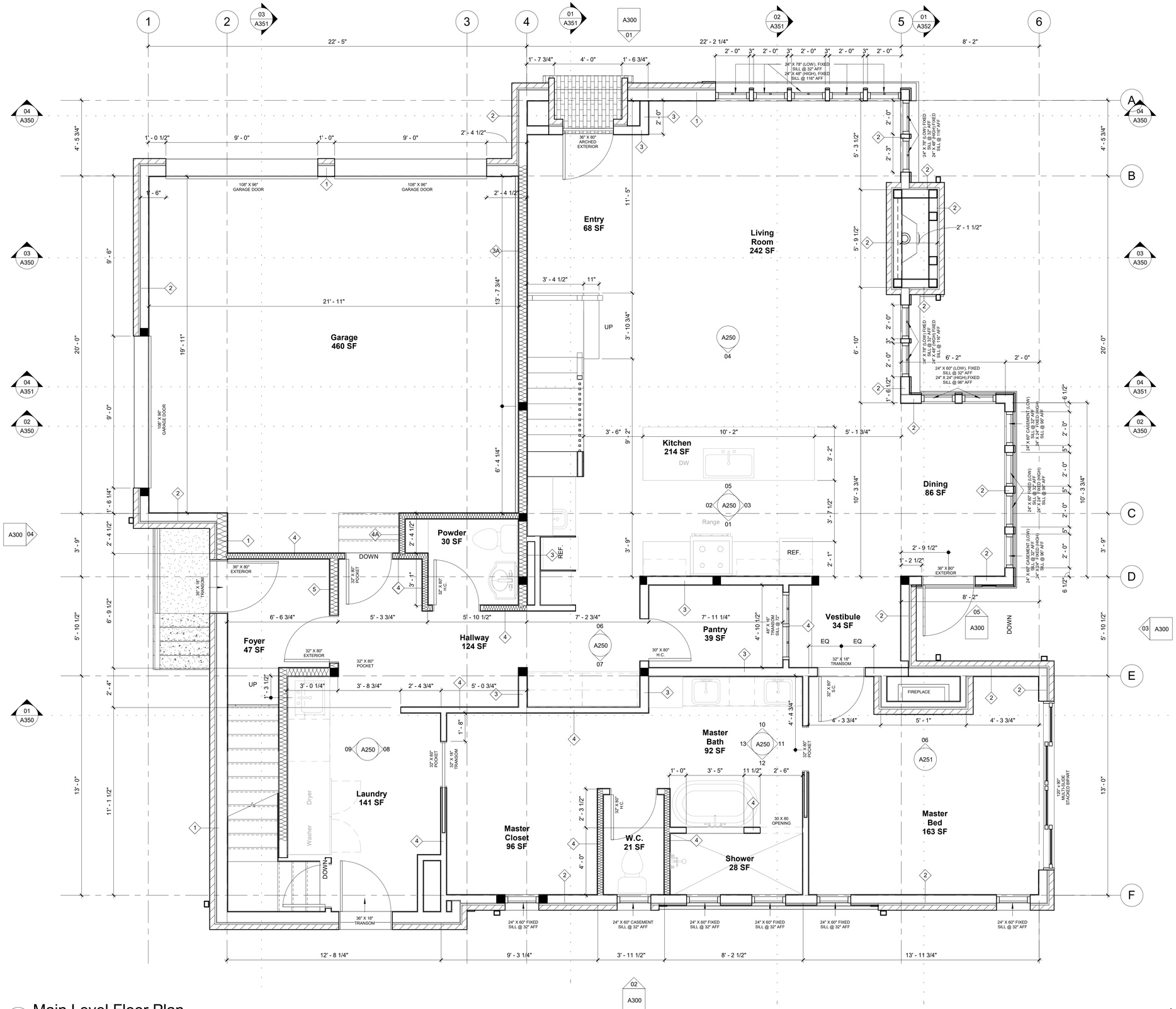

01 Main Level Floor Plan
3/8" = 1'-0"

GENERAL NOTES - FLOOR PLAN

1. WHEN SHOWN IN PLAN, ALL DIMENSIONS ARE TO FACE OF STUD, FACE OF CONCRETE, CENTERLINE OF COLUMNS, OR CENTERLINE OF WALL ASSEMBLIES, U.N.O.
2. DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN.
3. ALL CLEAR DIMENSIONS ARE NOT TO BE ADJUSTED WITHOUT APPROVAL OF THE ARCHITECT.
4. SEE SITE PLAN FOR OVERALL SITE DIMENSIONS AND NOTES NOT SHOWN.
5. ALL GRID LINES INDICATE CENTER OF STRUCTURAL WALL OR FACE OF STRUCTURAL MATERIAL, U.N.O.
6. WINDOW TYPES AND LOCATIONS SHALL BE AS PER BUILDING PLANS, NOT ENLARGED PLANS.
7. SEE ENLARGED PLANS FOR DIMENSIONS, TAGS, KEYNOTES, NOTES, ETC. NOT SHOWN.
8. SEE FINISH LEGEND FOR TYPICAL FINISHES, U.N.O.
9. SEE REFLECTED CEILING PLANS FOR LOCATIONS AND DIMENSIONS OF SOFFITED AREAS.
10. PROVIDE AND INSTALL 2X FLAT WOOD BLOCKING FOR ALL BATH ACCESSORIES, HANDRAILS, CABINETS, TOWEL BARS, WALL MOUNTED FIXTURES AND ANY OTHER ITEMS ATTACHED TO WALLS.
11. ALL CHANGES IN FLOOR MATERIALS OCCUR AT CENTERLINE OF DOOR OR FRAMED OPENINGS UNLESS OTHERWISE INDICATED ON THE DRAWINGS.
12. AT AREAS OF TRANSITION BETWEEN DIFFERENT WALL ASSEMBLIES, CONTINUE THICKEST LAYER OF SUBSTRATE OR FINISH TO PROVIDE A FLUSH FINISHED SURFACE IN ALL DIRECTIONS TO NEAREST PERPENDICULAR SURFACE (WALL, CEILING, ETC.), U.N.O.
13. PROVIDE BATT INSULATION AT INTERIOR WALLS FOR ACOUSTIC PURPOSES AT BATHROOMS, LAUNDRY ROOMS AND MECHANICAL ROOMS, U.N.O.
14. ALL BLOCKOUTS IN SLABS, WALLS, FOOTINGS AND P.T. SLABS WHERE OCCUR SHALL BE COORDINATED AND PROVIDED, EVEN IF NOT SPECIFICALLY SHOWN ON DRAWINGS.

LEGEND - FLOOR PLAN

.1" DIMENSION - DENOTING FACE OF STRUCTURE/FRAMING U.N.O.

.1" DIMENSION - DENOTING CENTERLINE

.1" DIMENSION - DENOTING FACE OF FINISH/CLEAR

0 GRID LINE REFERENCE - FACE OF STUD, EDGE OF CMU/CONCRETE

1 / A101 SIM BUILDING SECTION REFERENCE — DWG. NO. / SHEET NO.

1 / A101 SIM WALL SECTION REFERENCE — DWG. NO. / SHEET NO.

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A202

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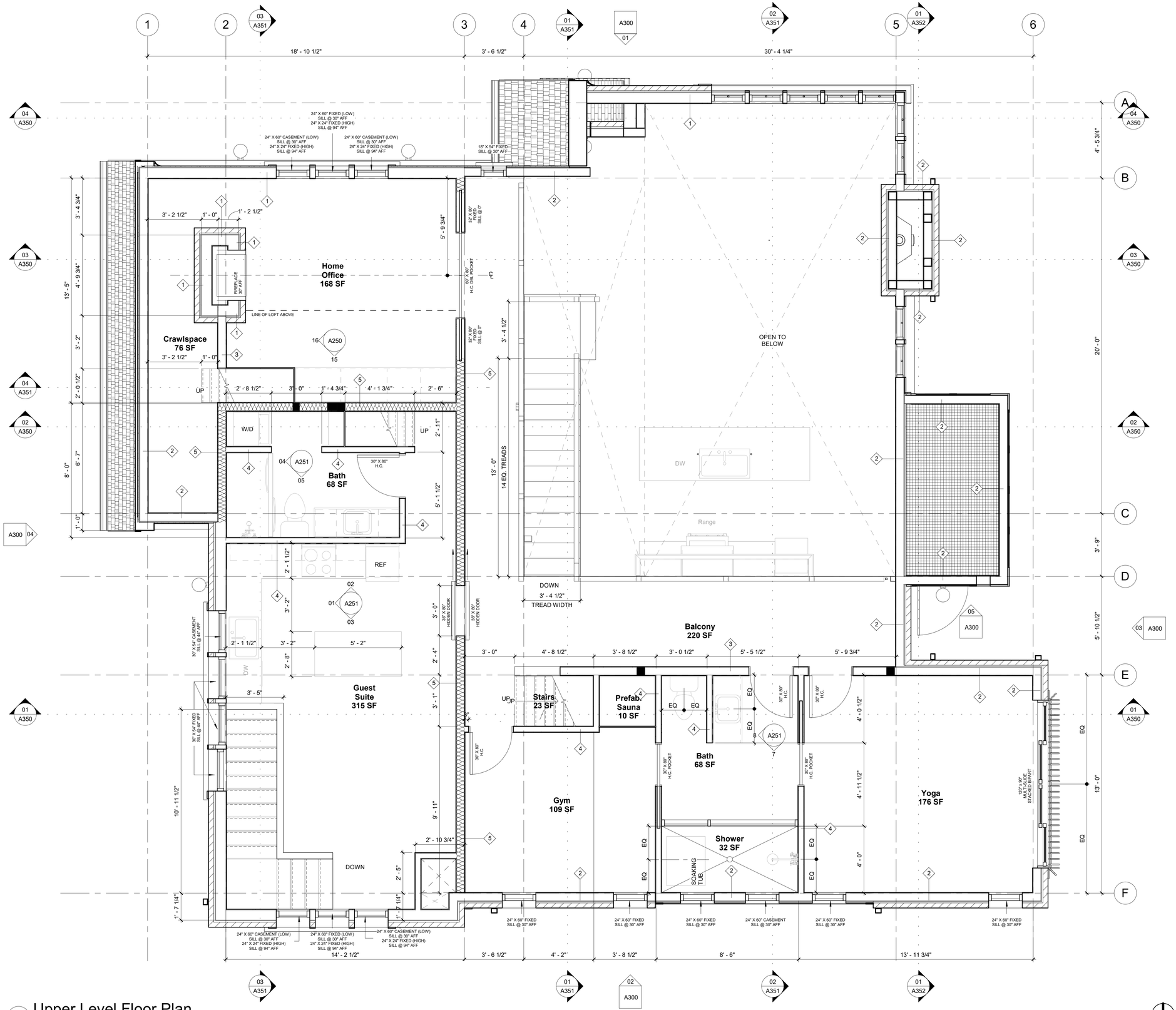

01 Upper Level Floor Plan
3/8" = 1'-0"

GENERAL NOTES - FLOOR PLAN

1. WHEN SHOWN IN PLAN, ALL DIMENSIONS ARE TO FACE OF STUD, FACE OF CONCRETE, CENTERLINE OF COLUMNS, OR CENTERLINE OF WALL ASSEMBLIES, U.N.O.
2. DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN.
3. ALL CLEAR DIMENSIONS ARE NOT TO BE ADJUSTED WITHOUT APPROVAL OF THE ARCHITECT.
4. SEE SITE PLAN FOR OVERALL SITE DIMENSIONS AND NOTES NOT SHOWN.
5. ALL GRID LINES INDICATE CENTER OF STRUCTURAL WALL OR FACE OF STRUCTURAL MATERIAL, U.N.O.
6. WINDOW TYPES AND LOCATIONS SHALL BE AS PER BUILDING PLANS, NOT ENLARGED PLANS.
7. SEE ENLARGED PLANS FOR DIMENSIONS, TAGS, KEYNOTES, NOTES, ETC. NOT SHOWN.
8. SEE FINISH LEGEND FOR TYPICAL FINISHES, U.N.O.
9. SEE REFLECTED CEILING PLANS FOR LOCATIONS AND DIMENSIONS OF SOFFITED AREAS.
10. PROVIDE AND INSTALL 2X FLAT WOOD BLOCKING FOR ALL BATH ACCESSORIES, HANDRAILS, CABINETS, TOWEL BARS, WALL MOUNTED FIXTURES AND ANY OTHER ITEMS ATTACHED TO WALLS.
11. ALL CHANGES IN FLOOR MATERIALS OCCUR AT CENTERLINE OF DOOR OR FRAMED OPENINGS UNLESS OTHERWISE INDICATED ON THE DRAWINGS.
12. AT AREAS OF TRANSITION BETWEEN DIFFERENT WALL ASSEMBLIES, CONTINUE THICKEST LAYER OF SUBSTRATE OR FINISH TO PROVIDE A FLUSH FINISHED SURFACE IN ALL DIRECTIONS TO NEAREST PERPENDICULAR SURFACE (WALL, CEILING, ETC.), U.N.O.
13. PROVIDE BATT INSULATION AT INTERIOR WALLS FOR ACOUSTIC PURPOSES AT BATHROOMS, LAUNDRY ROOMS AND MECHANICAL ROOMS, U.N.O.
14. ALL BLOCKOUTS IN SLABS, WALLS, FOOTINGS AND P.T. SLABS WHERE OCCUR SHALL BE COORDINATED AND PROVIDED, EVEN IF NOT SPECIFICALLY SHOWN ON DRAWINGS.

LEGEND - FLOOR PLAN

.1" — DIMENSION - DENOTING FACE OF STRUCTURE/FRAMING U.N.O.

.1" — DIMENSION - DENOTING CENTERLINE

.1" — DIMENSION - DENOTING FACE OF FINISH/CLEAR

0 — GRID LINE REFERENCE - FACE OF STUD, EDGE OF CMU/CONCRETE

1 / A101 — SIM BUILDING SECTION REFERENCE — DWG. NO. — SHEET NO.

1 / A101 — SIM WALL SECTION REFERENCE — DWG. NO. — SHEET NO.

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SHEET TITLE
UPPER LEVEL PLAN

A203

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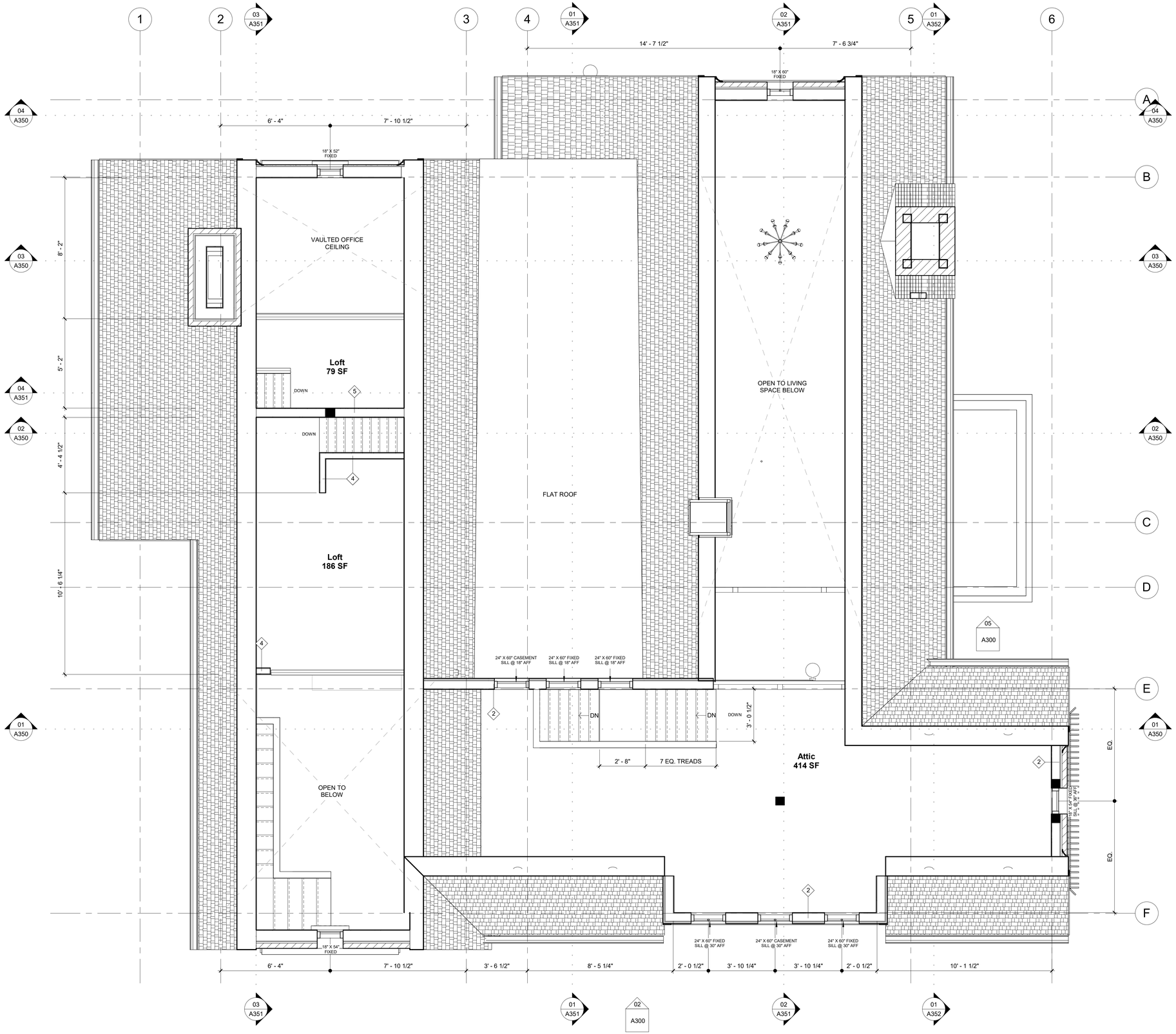

01 Attic Level Floor Plan
3/8" = 1'-0"

GENERAL NOTES - FLOOR PLAN

1. WHEN SHOWN IN PLAN, ALL DIMENSIONS ARE TO FACE OF STUD, FACE OF CONCRETE, CENTERLINE OF COLUMNS, OR CENTERLINE OF WALL ASSEMBLIES, U.N.O.
2. DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN.
3. ALL CLEAR DIMENSIONS ARE NOT TO BE ADJUSTED WITHOUT APPROVAL OF THE ARCHITECT.
4. SEE SITE PLAN FOR OVERALL SITE DIMENSIONS AND NOTES NOT SHOWN.
5. ALL GRID LINES INDICATE CENTER OF STRUCTURAL WALL OR FACE OF STRUCTURAL MATERIAL, U.N.O.
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7. SEE ENLARGED PLANS FOR DIMENSIONS, TAGS, KEYNOTES, NOTES, ETC. NOT SHOWN.
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14. ALL BLOCKOUTS IN SLABS, WALLS, FOOTINGS AND P.T. SLABS WHERE OCCUR SHALL BE COORDINATED AND PROVIDED, EVEN IF NOT SPECIFICALLY SHOWN ON DRAWINGS.

LEGEND - FLOOR PLAN

.1" — DIMENSION - DENOTING FACE OF STRUCTURE/FRAMING U.N.O.

.1" — DIMENSION - DENOTING CENTERLINE

.1" — DIMENSION - DENOTING FACE OF FINISH/CLEAR

0 — GRID LINE REFERENCE - FACE OF STUD, EDGE OF CMU/CONCRETE

1 A101 — SIM BUILDING SECTION REFERENCE; DWG. NO.; SHEET NO.

1 A101 — SIM WALL SECTION REFERENCE; DWG. NO.; SHEET NO.

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ATTIC PLAN

A204

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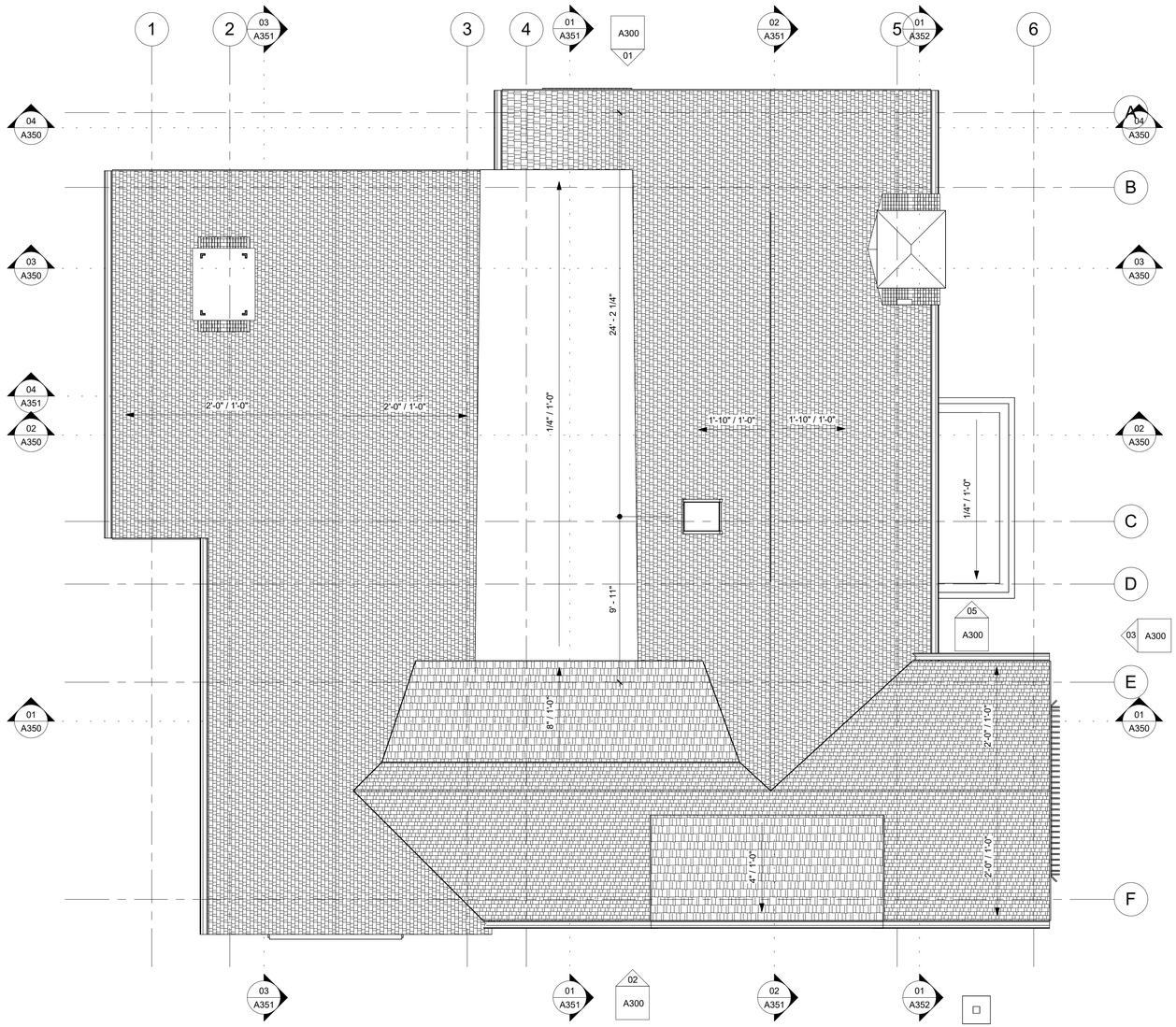

01 Roof Plan
1/4" = 1'-0"

GENERAL NOTES - ROOF PLAN

1. WHEN SHOWN IN PLAN, ALL DIMENSIONS ARE TO FACE OF STUD, FACE OF CONCRETE, CENTERLINE OF COLUMNS, OR CENTERLINE OF WALL ASSEMBLIES, U.N.O.
2. DO NOT SCALE DRAWINGS. WRITTEN DIMENSIONS GOVERN.
3. ALL CLEAR DIMENSIONS ARE NOT TO BE ADJUSTED WITHOUT APPROVAL OF THE ARCHITECT.

LEGEND - ROOF PLAN

SHINGLE ROOF

SLOPE ARROW

ELEVATION HEIGHT

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ROOF PLAN

A205

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GENERAL NOTES - RCP

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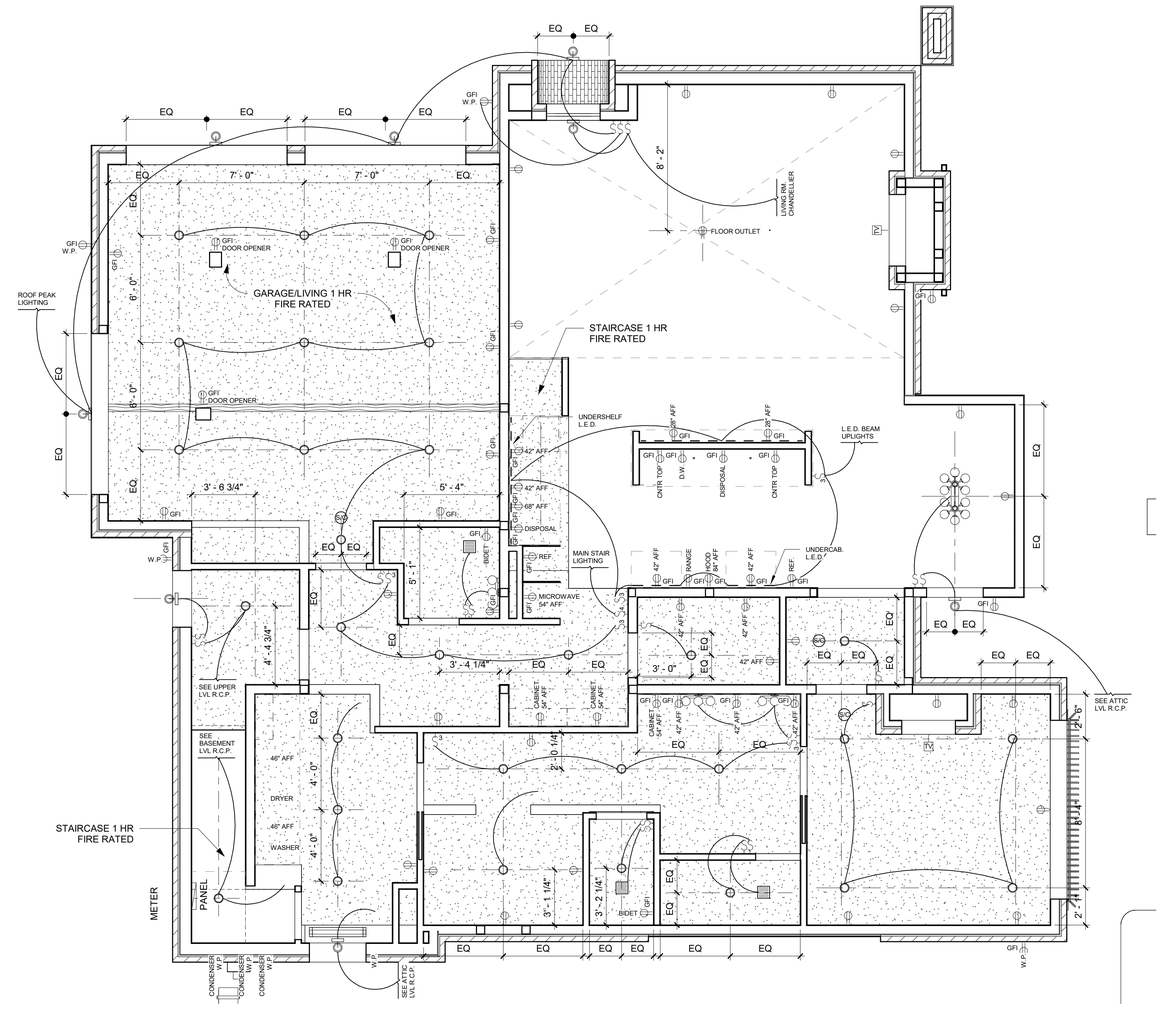
2. ALL GRID LINES INDICATE CENTER OF STRUCTURAL WALL OR FACE OF STRUCTURAL MATERIAL, U.N.O.
3. WRITTEN DIMENSIONS TO PREVAIL OVER SCALING OF DRAWINGS. SUBCONTRACTOR TO VERIFY ALL DIMENSIONS PRIOR TO CONSTRUCTION AND IMMEDIATELY NOTIFY ARCHITECT OF ANY DISCREPANCIES.
4. REFER TO FRAMING PLANS AND SECTIONS FOR CLARIFICATION AND DIMENSIONS OF SOFFITED AREAS.
5. FOR ALL DOOR, WINDOW & WALL TYPES REFER TO FLOOR PLANS AND ENLARGED PLANS.
6. ALL RECESSED LIGHTS TO BE CENTERED IN ROOM AND LAYOUT U.N.O.

LEGEND - RCP

- NO CEILING OR EXPOSED TO STRUCTURE
- GYP. BD. CEILING
- 1X4 T&G CEDAR U.N.O.
- 6" RECESSED DOWNLIGHT
- DIMMABLE L.E.D. STRIP IN COVE, SEE BUILDING DETAILS
- HARDWIRED PENDANT FIXTURE, FINAL SELECTION BY OWNER
- WALL MOUNTED FIXTURE, SELECTION BY OWNER
- CHANDELIER, FINAL SELECTION BY OWNER
- CEILING FAN, FINAL SELECTION BY OWNER
- PANASONIC FV-0511VK3 FAN
- $ SINGLE POLE SWITCH
- $3 3 WAY SWITCH
- S/C HARDWIRED COMBINATION SMOKE & CO SENSOR
- DUPLEX WALL OUTLET (U.N.O.)
- GFI DUPLEX WALL OUTLET (U.N.O.) - GROUND FAULT CIRCUIT INTERRUPTER
- TV DUPLEX OUTLET & DATA FOR T.V.
- GFI W.P. DUPLEX WALL OUTLET - GROUND FAULT CIRCUIT INTERRUPTER, WEATHER PROTECTED

02 Basement Level Ceiling Plan
1/4" = 1'-0"



01 Main Level Ceiling Plan
1/4" = 1'-0"

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SHEET TITLE
MAIN LEVEL RCP

A220

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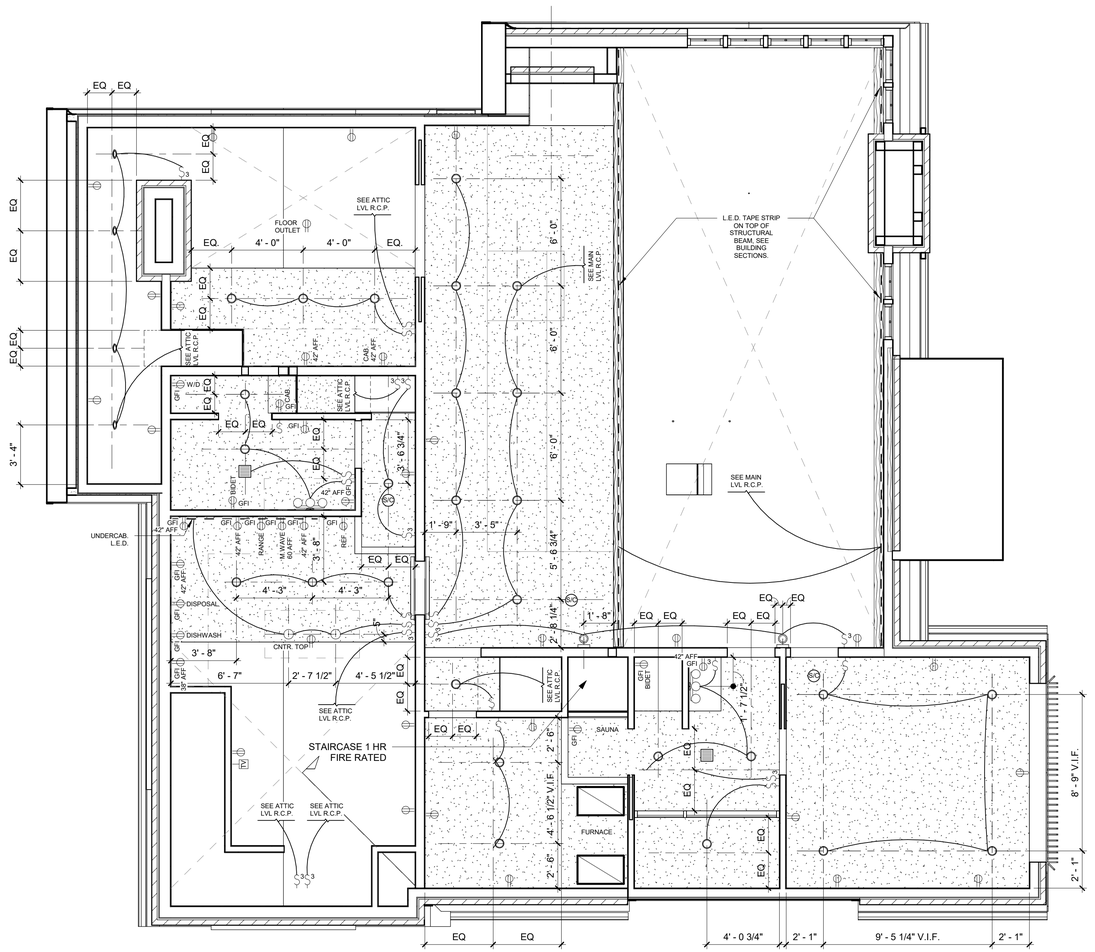
EQ
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EQ

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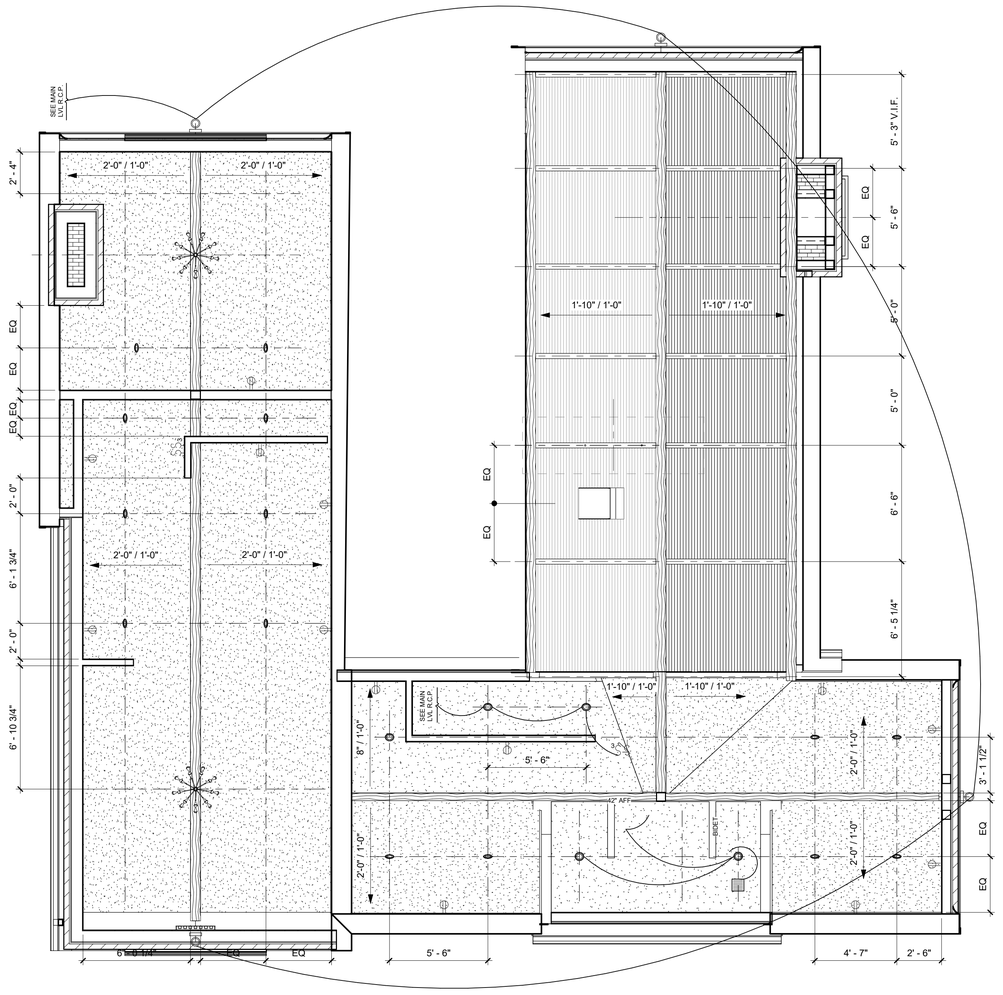

01 Attic Level Ceiling Plan
1/4" = 1'-0"

GENERAL NOTES - RCP

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ATTIC LEVEL RCP

A222

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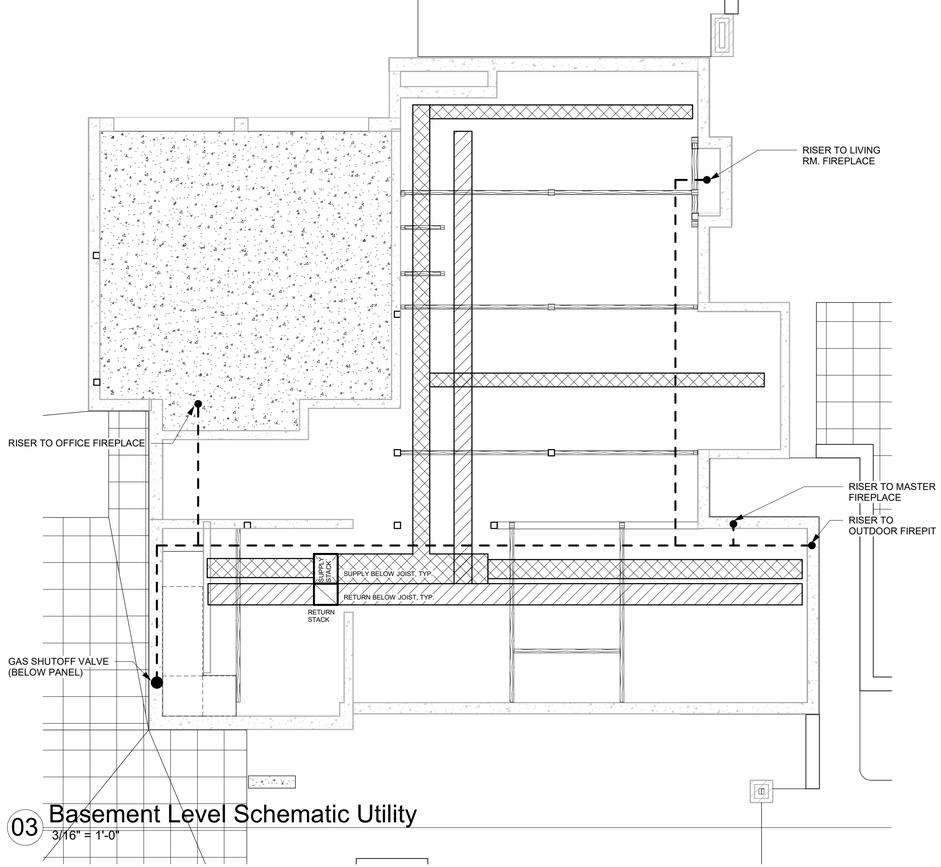
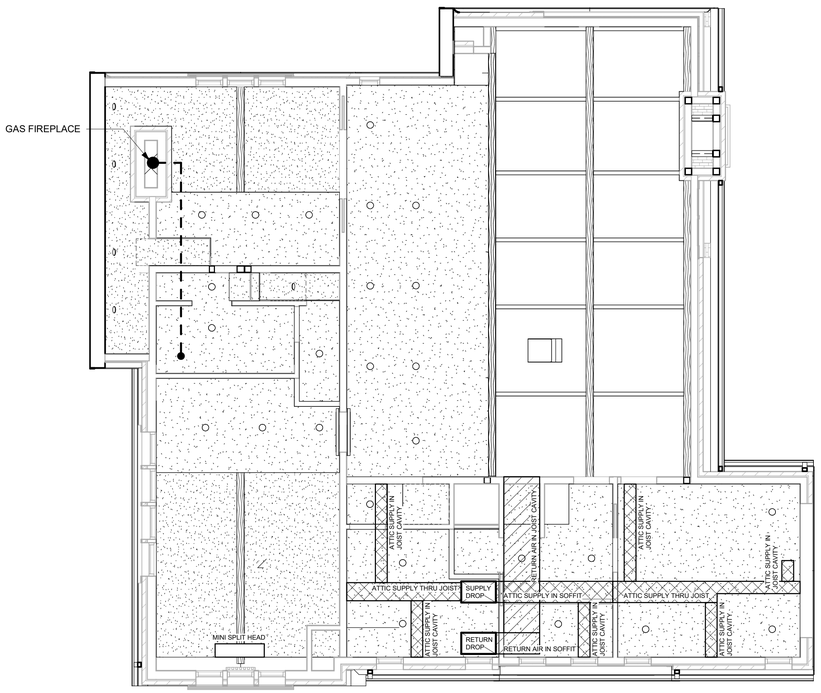
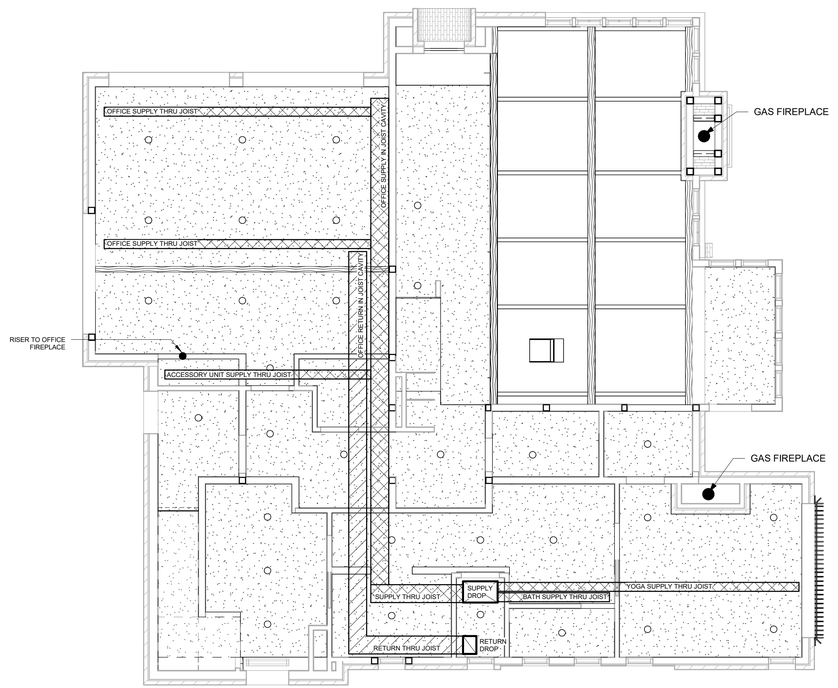


03 Basement Level Schematic Utility
3/16" = 1'-0"



02 Upper Level Schematic Utility
3/16" = 1'-0"



01 Main Level Schematic Utility
3/16" = 1'-0"

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A230

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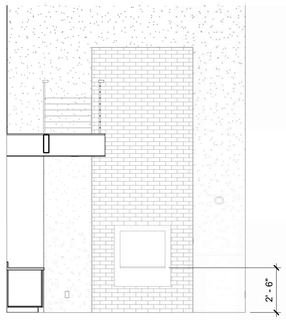
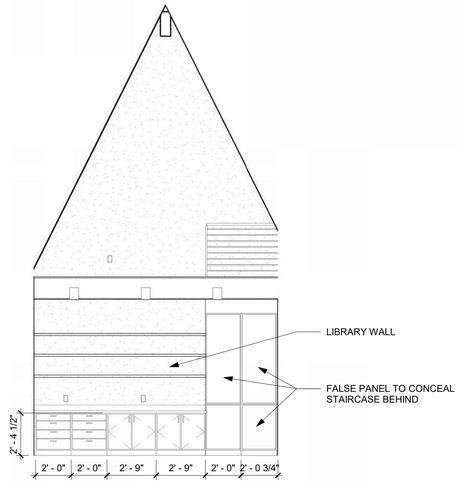
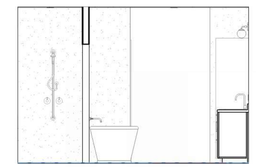


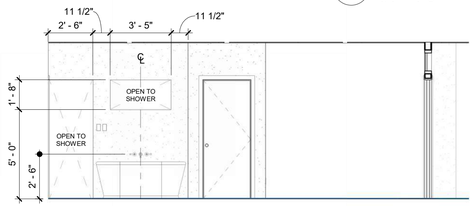
16 Office West
1/4" = 1'-0"



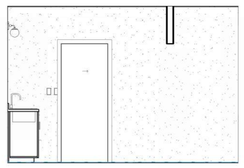
15 Office South
1/4" = 1'-0"



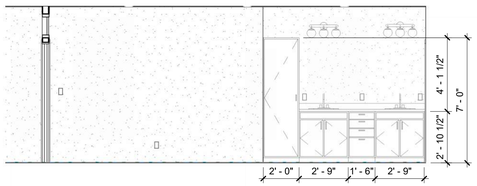
13 Master Bath West
1/4" = 1'-0"



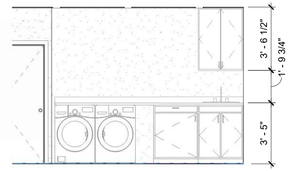
12 Master Bath South
1/4" = 1'-0"



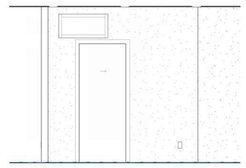
11 Master Bath East
1/4" = 1'-0"



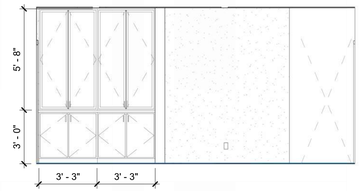
10 Master Bath North
1/4" = 1'-0"



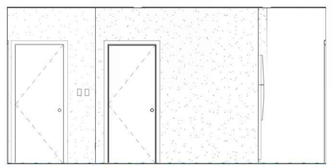
09 Laundry West
1/4" = 1'-0"



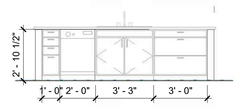
08 Laundry East
1/4" = 1'-0"



07 Hallway South
1/4" = 1'-0"



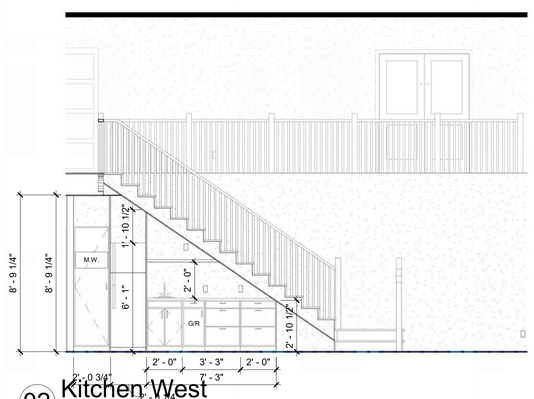
06 Hallway North
1/4" = 1'-0"



05 Kitchen Island South
1/4" = 1'-0"

04 Kitchen Island North
1/4" = 1'-0"

03 Kitchen East
1/4" = 1'-0"



02 Kitchen West
1/4" = 1'-0"

01 Kitchen South
1/4" = 1'-0"

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INTERIOR ELEVATIONS

A250

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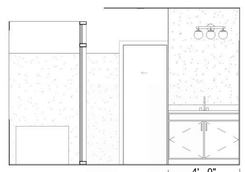
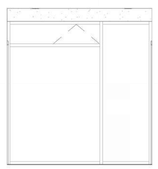
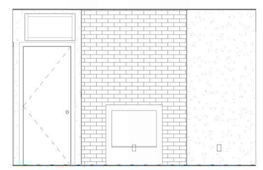


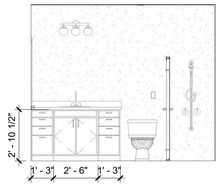
8 Upper Level Bath West
1/4" = 1'-0"



7 Upper Level Bath South
1/4" = 1'-0"

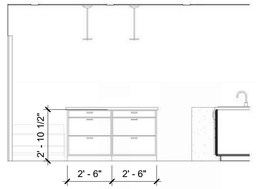


06 Bedroom North
1/4" = 1'-0"

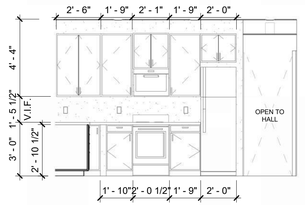


05 Guest Bath South
1/4" = 1'-0"

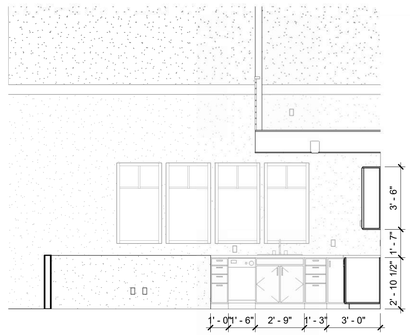
04 Guest Bath West
1/4" = 1'-0"



03 Guest Kitchen South
1/4" = 1'-0"



02 Guest Kitchen North
1/4" = 1'-0"



01 Guest Kitchen West
1/4" = 1'-0"

ALPINE HOUSE
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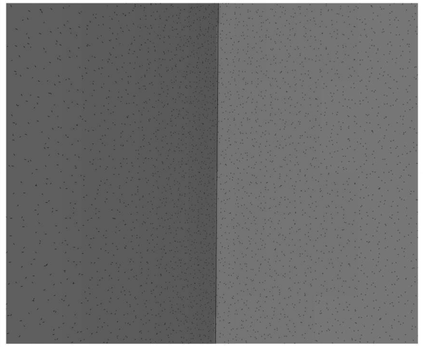
INTERIOR ELEVATIONS

A251

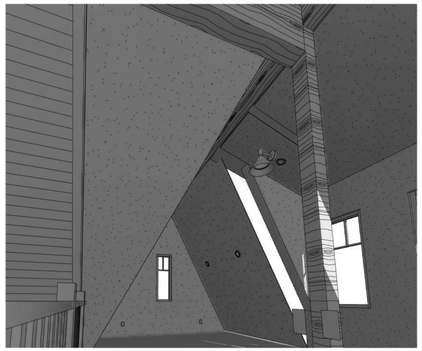
THE DESIGN AND IDEAS SHOWN AND HEREIN DESCRIBED, THE TECHNICAL DRAWINGS, GRAPHIC REPRESENTATION, AND MODELS THEREOF HAVE BEEN PREPARED AS AN INSTRUMENT OF SERVICE FOR THIS SOLE PROJECT AND SHALL REMAIN THE SOLE PROPERTY OF ADDVIRTUE, LLC AND THEIR CONSULTANTS, WITHOUT THE SOLE AND EXPRESSED WRITTEN PERMISSION OF ADDVIRTUE, LLC. REPRODUCTION, DUPLICATION, COPYING, IMITATION, COMMERCIALLY EXPLOITED, OR USE FOR ANY OTHER PURPOSE OTHER THAN FOR THIS SPECIFIC PROJECT IS PROHIBITED. PROHIBITED USE OF THE DESIGN OR THESE DRAWINGS IS SUBJECT TO THE FULL EXTENT OF LEGAL ACTION.

Acc. Unit Loft Towards Living Rm.

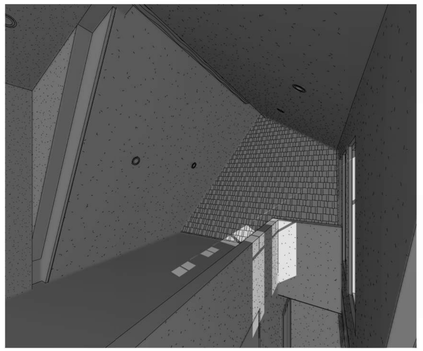
Acc. Unit Kitchen Towards Living Rm



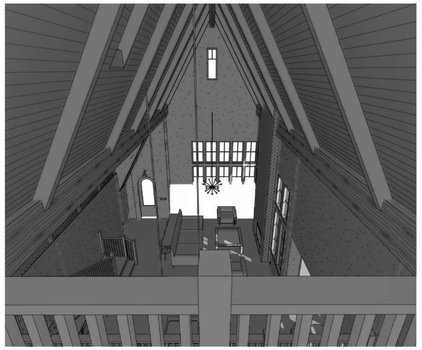
Acc. Unit Living Room Towards Kitchen



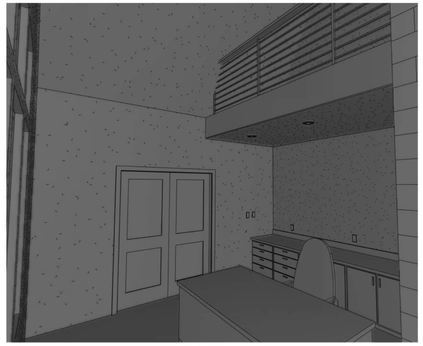
Attic Top of Stairs



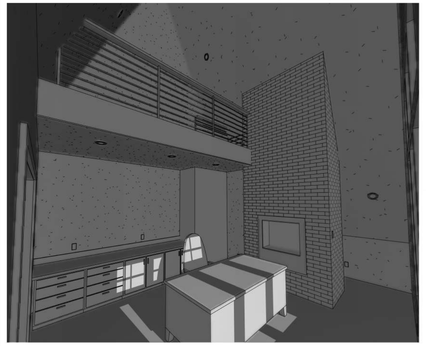
Attic Kids Nook



Attic Loft Towards Living Room



Office Towards Door



Office Towards Fireplace

Master Bathroom

Master Bedroom

Laundry Room Towards Back Door

Laundry Room Towards Hallway

Upper Balcony Towards Living Room

Upper Balcony Towards Dining Room

Living Room Towards Kitchen

Dining Room Towards Front Door

Front Door Towards Kitchen

Kitchen Towards Living Room

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INTERIOR 3D VIEWS

A260

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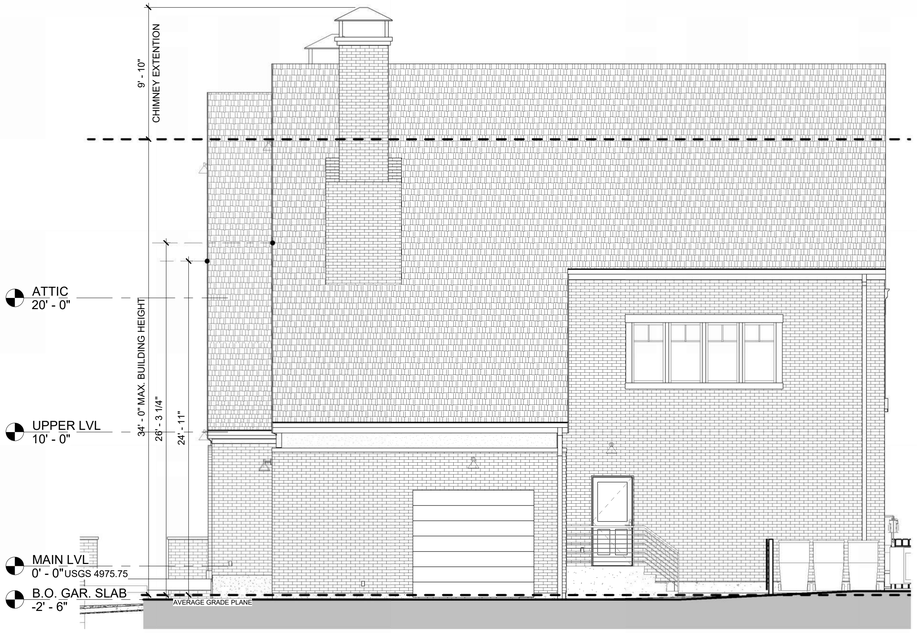
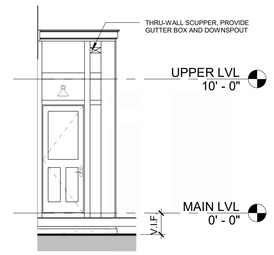


04 OVERALL - WEST
3/16" = 1'-0"

03 OVERALL - EAST
3/16" = 1'-0"



05 SOUTH - SOLARIUM
3/16" = 1'-0"

02 OVERALL - SOUTH
3/16" = 1'-0"

01 OVERALL - NORTH
3/16" = 1'-0"

GENERAL NOTES - ELEVATIONS

1. WHEN SHOWN IN ELEVATION OR SECTION, ALL DIMENSIONS ARE TO TOP OF PLATE, TOP OF CONCRETE OR TOP OF CEMENT-BASED UNDERLAYMENT, U.N.O.
2. DO NOT SCALE DRAWINGS, WRITTEN DIMESNSIONS GOVERN.
3. ALL CLEAR DIMENSIONS ARE NOT TO BE ADJUSTED WITHOUT APPROVAL OF THE ARCHITECT.

LEGEND - ELEVATIONS

1. STUCCO
2. HORIZONTAL VINYL SIDING
3. FULL DEPTH BRICK
4. EXPOSED CONCRETE
5. ARCHITECTURAL SHINGLE

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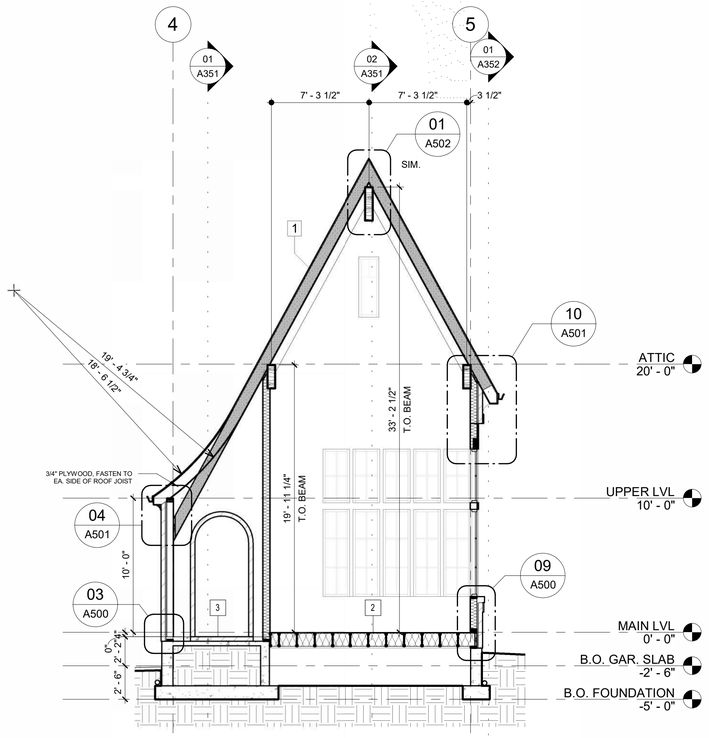
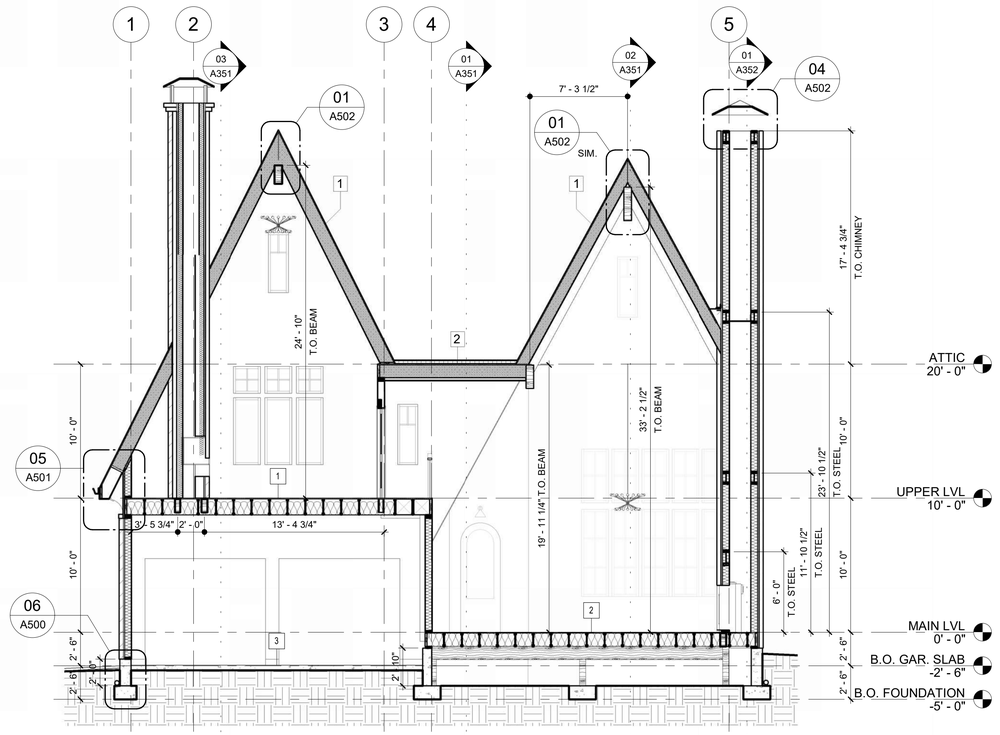
BUILDING ELEVATIONS

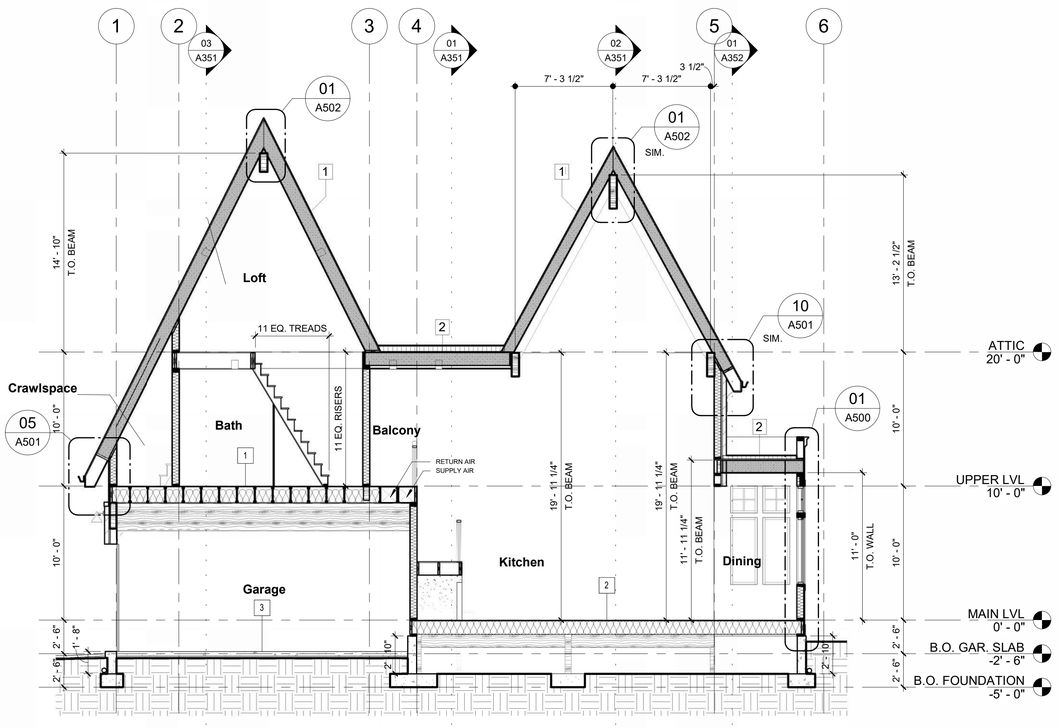
A300



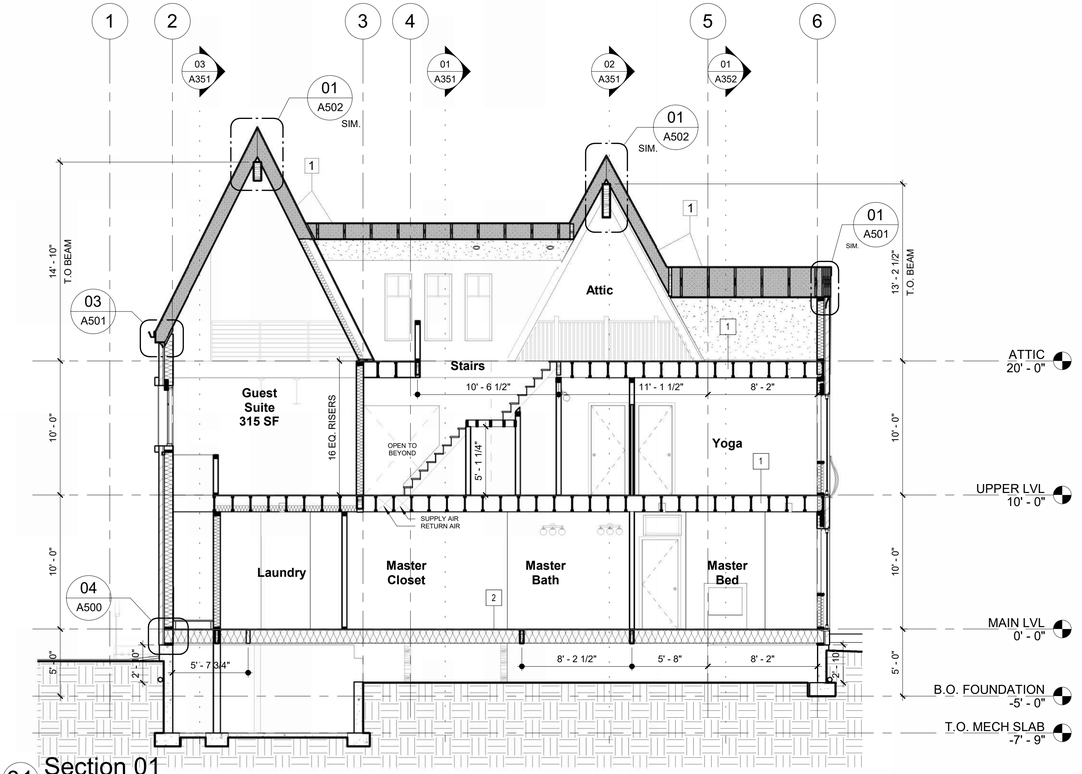
04 Section 04
3/16" = 1'-0"



03 Section 03
3/16" = 1'-0"



02 Section 02
3/16" = 1'-0"



01 Section 01
3/16" = 1'-0"

GENERAL NOTES - SECTIONS

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4. ALL CLEAR DIMENSIONS ARE NOT TO BE ADJUSTED WITHOUT APPROVAL OF THE ARCHITECT.

LEGEND - SECTIONS

- .1" — DIMENSION - DENOTING FACE OF STRUCTURE/FRAMING U.N.O.
- .1" — DIMENSION - DENOTING CENTERLINE
- .1" — DIMENSION - DENOING FACE OF FINISH/CLEAR
- 0 — GRID LINE REFERENCE - FACE OF STUD, EDGE OF CMU
- EARTH
- PROPOSED GRADE
- EXISTING GRADE
- 1 / A101 — SIM — BUILDING SECTION REFERENCE — DWG. NO. — SHT. NO.
- 1 / A101 — SIM — WALL SECTION REFERENCE — DWG. NO. — SHT. NO.

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SHEET TITLE
BUILDING SECTIONS

A350

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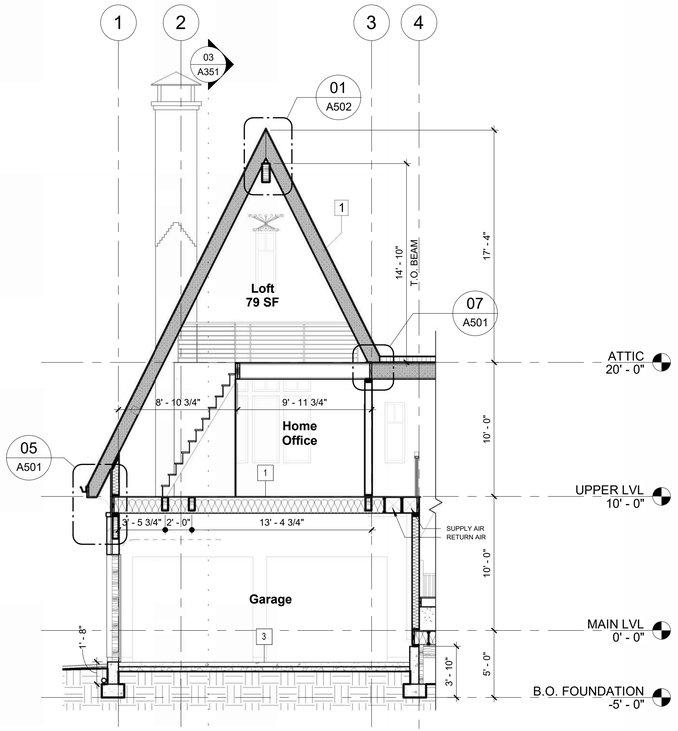
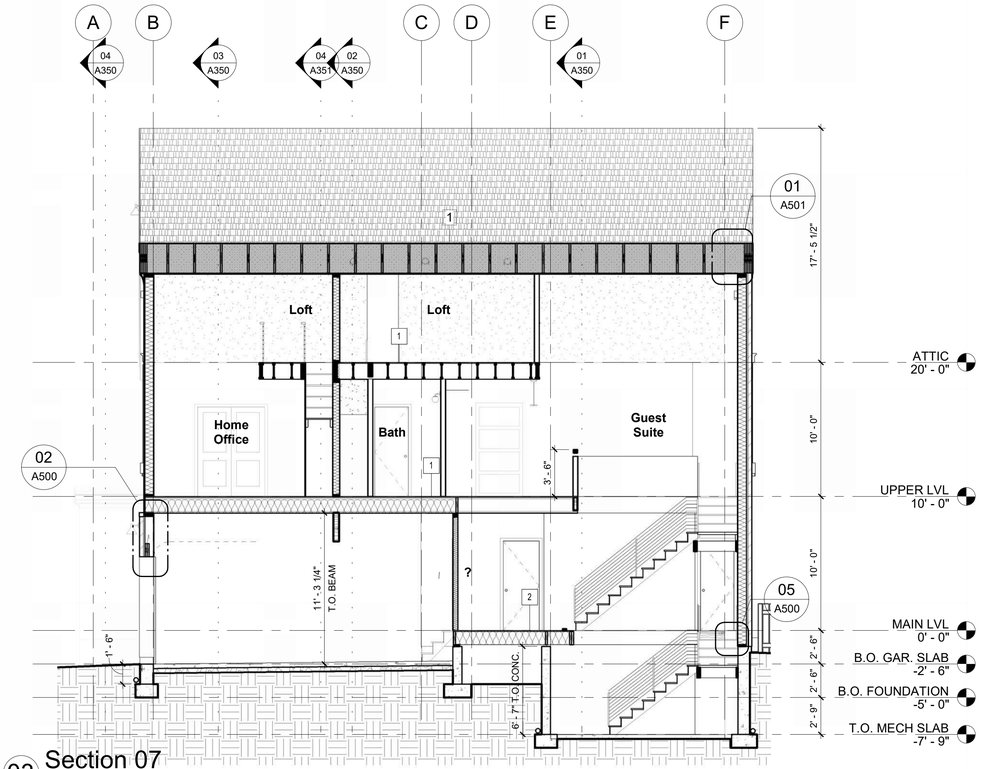
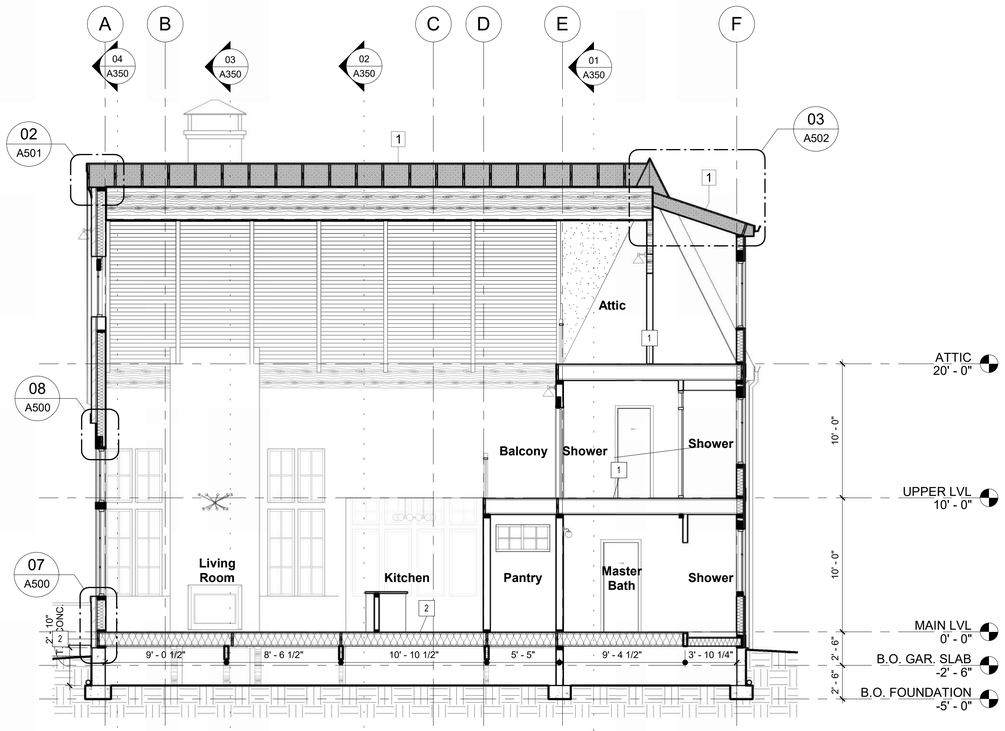


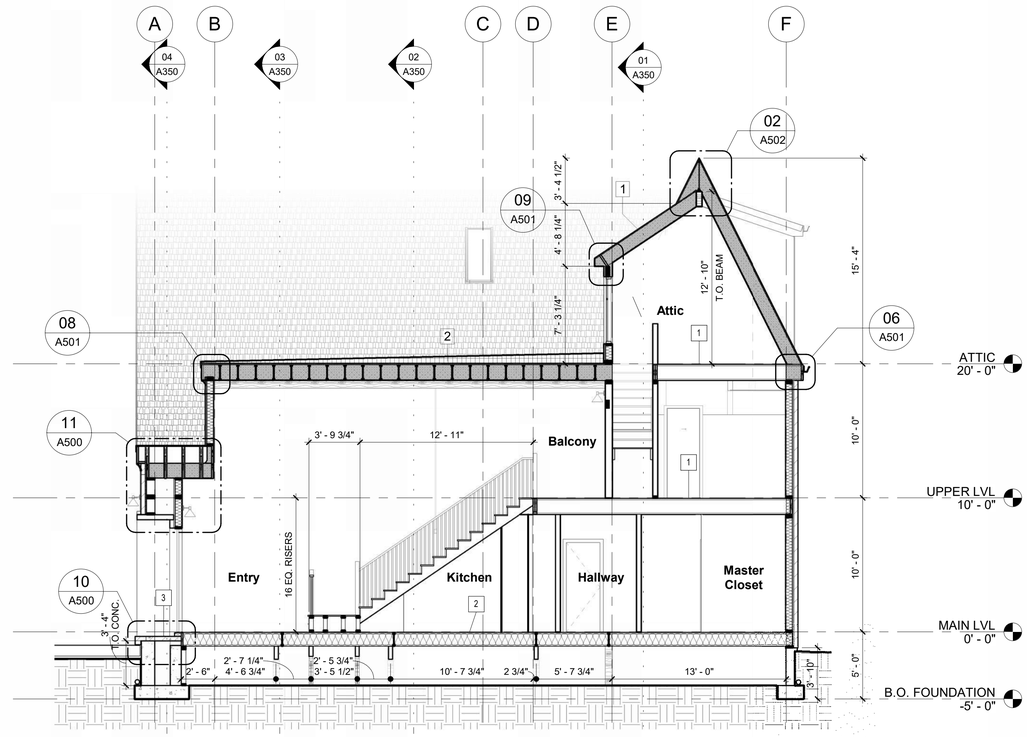
04 Section 08
3/16" = 1'-0"



03 Section 07
3/16" = 1'-0"



02 Section 06
3/16" = 1'-0"



01 Section 05
3/16" = 1'-0"

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LEGEND - SECTIONS

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- .1" — DIMENSION - DENOTING CENTERLINE
- .1" — DIMENSION - DENOING FACE OF FINISH/CLEAR
- 0 — GRID LINE REFERENCE - FACE OF STUD, EDGE OF CMU
- EARTH
- PROPOSED GRADE
- EXISTING GRADE
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A351

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01 Section 09
3/16" = 1'-0"

GENERAL NOTES - SECTIONS

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SHEET TITLE

BUILDING SECTIONS

A352

ALPINE CITY
STAFF REPORT
March 27, 2026

To: Alpine City Planning Commission

From: Staff

Prepared By: Shane Sorensen, City Administrator
Planning & Zoning Department

Jason Judd, City Engineer
Engineering & Public Works Department

Re: **Three Falls Subdivision Plat Amendment and Exception for a Lot With Five Sides**

Applicant:	Property Owner
Project Location:	Lots 47, 48, & 49 of Three Falls Subdivision
Zoning:	CE-5 Zone.
Acreage:	Approximately 11.29 Acres.
Request:	Recommend approval of the plat amendment and an exception for a lot with five sides

SUMMARY

The property owner is petitioning the Planning Commission and City Council for a plat amendment to lots 47, 48, & 49 of the Three Falls Subdivision. The desire is to combine lots 47 and 48, to swap land between public open space, private open space and private property, and an exception granted for a lot with more than five sides. In order to do so, a plat amendment is required which involves Public Open Space. Any modification/disposal of Public Open Space and exception to a lot with more than five sides requires a recommendation from the Planning Commission and approval by the City Council. Specifically, the open space modification will require a super majority vote of the City Council (ADC 3.16.040.2).

BACKGROUND

The owner of the three lots built a fence on what was assumed as the edge of lot 47. After the fence was constructed, it was determined the fence was in fact within public open space. To save the fence in its existing location the applicant determined an adjustment of the owner's lots could be made by swapping private land and private open space to public open space. This land swap does not reduce the amount of public open space within the Three Falls development.

Lot 49 is an existing odd shaped parcel with eight sides. With the lot line adjustments to address the fence issue, lot 49 will be adjusted to have six sides. Any lot with more than five sides needs an exception recommended by Planning Commission and approved by City Council.

THE PROPOSAL/REQUEST

The developer and property owner have submitted the following proposal which is all reflected on the attached plat amendment:

1. The City deeds some of its public open space (by plat amendment) from public open space to the Owner.
2. The Three Falls Development deeds private open space (by plat amendment) to the Owner and to the City.
3. The Owner and Development deeds property to public open space (by plat amendment).
4. The plat amendment will also combine the adjusted lot 47 and lot 48.
5. The Owner/Development would pay for the plat amendment, combine the lots for the property owner, and have it recorded with the county.

STAFF RECOMMENDATION

Review staff report and findings and make a recommendation to planning commission to either approve, table, or deny the proposed plat amendment. Findings are outlined below.

Findings for a Positive Motion:

A. Allow fence to stay as currently built.
B. Property boundary adjustments reduce number of sides of a lot.
C. Public open space boundaries are clearer without odd shapes.

Findings for a Motion to Table:

A. More information is needed.

Findings for Negative Motion:

insert findings

MODEL MOTIONS

SAMPLE MOTION TO APPROVE

I move to recommend approval of the proposed Three Falls Plat H
insert conditions, if any

SAMPLE MOTION TO DENY

I move to recommend that the proposed Three Falls Plat H be denied/tabled based on the following:

insert findings

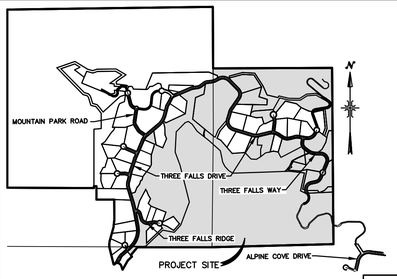
ATTACHED:

- Exhibit showing Three Falls Land Swap
- Proposed Three Falls Plat H

THREE FALLS SUBDIVISION PLAT "H"

AMENDING PUBLIC OPEN SPACE A, C, D, E & H, PRIVATE OPEN SPACE A, C & E. LOTS 30, 31, 34, 38, 39, 42, 49, 50 & 51 OF THREE FALLS SUBDIVISION PLAT "E"

A SUBDIVISION LYING IN THE EAST HALF OF SECTION 12, THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 4 SOUTH, RANGE 1 EAST, AND THE WEST HALF OF SECTION 7, TOWNSHIP 4 SOUTH, RANGE 2 EAST, SALT LAKE BASE AND MERIDIAN, ALPINE CITY, UTAH COUNTY, UTAH



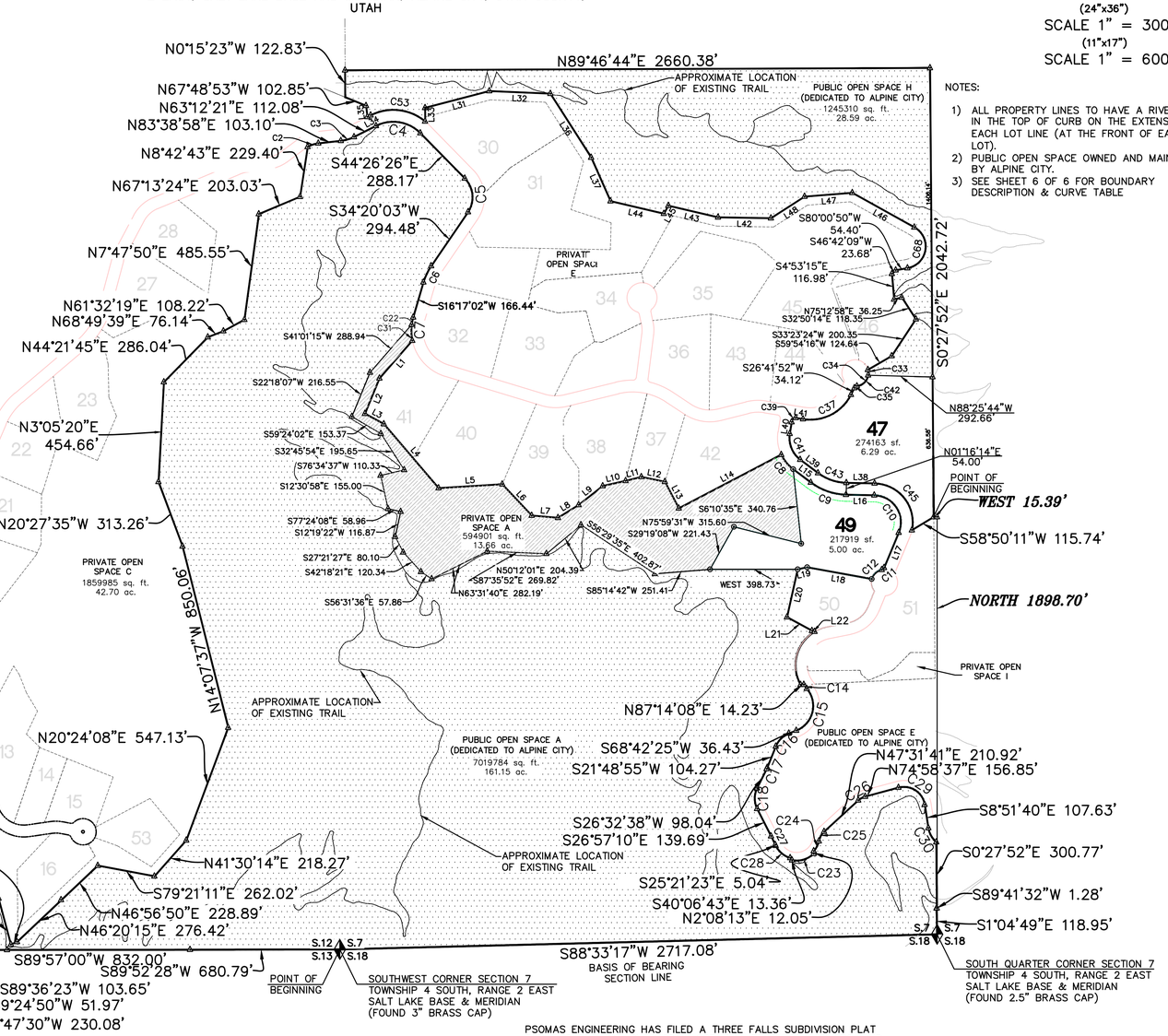
VICINITY MAP
–NTS–

CURVE TABLE

CURVE	LENGTH	RADIUS	CHORD DIST.	CHORD BRG.	DELTA
C1	60.35'	527.00'	60.32'	N45°35'25"E	6°33'41"
C2	51.12'	123.00'	50.75'	N71°44'37"E	23°48'43"
C3	63.16'	177.00'	62.82'	N73°25'39"E	20°26'37"
C4	218.47'	173.00'	204.24'	S80°37'03"E	72°21'14"
C5	169.11'	123.00'	156.10'	S5°03'11"E	78°46'29"
C6	85.69'	272.00'	85.34'	S25°18'32"W	18°03'00"
C7	106.92'	217.00'	105.84'	S2°10'06"W	28°13'52"
C8	85.95'	177.00'	85.11'	S39°12'34"E	27°49'22"
C9	172.15'	277.00'	169.40'	S70°55'31"E	35°36'32"
C10	239.01'	123.00'	203.14'	S33°03'41"E	111°20'12"
C11	14.65'	15.00'	14.07'	S50°34'46"W	55°56'43"
C12	65.69'	60.00'	62.46'	S47°11'11"W	62°43'54"
C13	277.47'	177.00'	249.92'	S14°45'01"W	89°49'09"
C14	23.01'	164.50'	22.99'	S36°26'47"E	8°00'53"
C15	229.58'	120.50'	196.40'	S14°07'36"W	109°09'39"
C16	85.52'	104.50'	83.16'	S45°15'40"W	46°53'31"
C17	6.23'	75.50'	6.23'	S24°10'46"W	4°43'43"
C18	97.57'	104.50'	94.07'	S0°12'16"E	53°29'48"
C22	33.66'	217.00'	33.63'	S11°50'23"W	8°53'19"
C23	106.53'	112.50'	102.59'	N73°11'14"E	54°15'17"
C24	51.08'	104.50'	50.57'	N27°17'34"E	28°00'13"
C25	45.12'	75.50'	44.45'	N30°24'34"E	34°14'14"
C26	36.17'	75.50'	35.83'	N61°15'09"E	27°26'56"
C27	43.30'	1554.00'	43.30'	S26°09'16"E	1°35'47"
C28	88.78'	104.50'	86.13'	S49°41'39"E	48°40'32"
C29	160.28'	95.50'	142.12'	S56°56'32"E	96°09'43"
C30	75.12'	104.50'	73.51'	S29°27'13"E	41°11'06"
C31	73.26'	217.00'	72.91'	S2°16'34"E	19°20'33"
C33	25.42'	60.00'	25.23'	S2°29'34"E	24°16'41"
C34	101.87'	60.00'	90.07'	S34°00'18"W	97°16'36"
C35	14.65'	15.00'	14.07'	S54°40'12"W	55°56'39"
C37	261.99'	207.00'	244.85'	S62°57'23"W	72°31'01"
C39	23.56'	15.00'	21.21'	S54°12'53"W	90°00'00"
C41	133.82'	123.00'	127.32'	S21°57'11"E	62°20'08"
C42	76.44'	60.00'	71.38'	S46°08'39"W	72°59'44"
C43	138.59'	223.00'	136.37'	S70°55'31"E	35°36'32"
C45	309.91'	177.00'	271.81'	S38°34'12"E	100°19'08"
C53	263.57'	227.00'	249.01'	N83°31'54"W	66°31'30"
C68	246.14'	99.91'	188.45'	S9°32'38"W	141°09'04"

LINE TABLE

LINE	LENGTH	DIRECTION
L1	227.63'	S41°01'14"W
L2	173.66'	S22°18'07"W
L3	98.13'	S61°15'04"E
L4	383.15'	S40°29'23"E
L5	290.02'	N86°32'37"E
L6	195.48'	S43°14'13"E
L7	120.08'	S85°08'21"E
L8	110.95'	N58°06'27"E
L9	139.08'	N51°46'43"E
L10	106.40'	N77°24'56"E
L11	74.10'	N75°49'24"E
L12	109.31'	S78°23'54"E
L13	136.42'	S27°38'22"E
L14	525.94'	S62°21'38"W
L15	101.10'	S53°07'15"E
L16	128.57'	S88°43'46"E
L17	172.58'	S22°36'25"W
L18	298.35'	N79°40'07"W
L19	43.98'	S78°01'45"W
L20	223.04'	S12°35'57"W
L21	129.62'	S61°26'51"E
L22	12.69'	S71°19'22"E
L23	14.23'	N87°14'08"E
L31	302.04'	S75°20'38"W
L32	277.99'	N87°33'22"W
L33	61.72'	S0°15'51"E
L34	16.84'	S63°12'21"W
L35	51.01'	N6°45'13"W
L36	344.86'	N32°36'16"W
L37	217.51'	N23°53'10"W
L38	128.57'	N88°43'46"W
L39	101.10'	N53°07'15"W
L40	60.19'	N9°12'53"E
L41	33.92'	S80°47'07"E
L42	240.45'	N89°06'45"W
L43	232.17'	N76°48'26"W
L44	248.86'	N76°49'40"W
L45	41.55'	S29°05'16"W
L46	322.79'	N60°57'00"W
L47	217.77'	S85°30'21"W
L48	181.78'	S57°20'15"W



PUBLIC OPEN SPACE

PRIVATE OPEN SPACE

N
W – E
S

0 75 150 300 600 900

(24"x36")
SCALE 1" = 300'
(11"x17")
SCALE 1" = 600'

NOTES:

1) ALL PROPERTY LINES TO HAVE A RIVET SET IN THE TOP OF CURB ON THE EXTENSION OF EACH LOT LINE (AT THE FRONT OF EACH LOT).
2) PUBLIC OPEN SPACE OWNED AND MAINTAINED BY ALPINE CITY.
3) SEE SHEET 6 OF 6 FOR BOUNDARY DESCRIPTION & CURVE TABLE

PSOMAS ENGINEERING HAS FILED A THREE FALLS SUBDIVISION PLAT FOR THIS PROJECT. SUBDIVISION CORNERS, REAR LOT CORNERS, AND FRONT LOT CORNERS WERE MONUMENTED BY PSOMAS ENGINEERING.

SURVEYOR'S CERTIFICATE

I, KENNETH E. BARNEY, DO HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR, AND THAT I HOLD A LICENSE IN ACCORDANCE WITH TITLE 58, CHAPTER 22, PROFESSIONAL ENGINEERS AND LAND SURVEYORS LICENSING ACT, UTAH CODE ANNOTATED, 1953 AS AMENDED. CERTIFICATE NO. 172762. I FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS, PSOMAS MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT AND DESCRIBED BELOW, AND I HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS, STREETS, AND EASEMENTS, HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THIS PLAT IN ACCORDANCE WITH SECTION 17–23–17, UTAH CODE ANNOTATED, 1953 AS AMENDED, HAVE VERIFIED ALL MEASUREMENTS, AND PSOMAS HAVE PLACED MONUMENTS AS REPRESENTED ON THE PLAT. I FURTHER CERTIFY THAT EVERY EXISTING RIGHT–OF–WAY AND EASEMENT GRANT OF RECORD FOR UNDERGROUND FACILITIES, AS DEFINED IN SECTION 54–8a–2, UTAH CODE ANNOTATED,1953 AS AMENDED, AND FOR OTHER UTILITY FACILITIES, IS ACCURATELY DESCRIBED ON THIS PLAT, AND THAT THIS PLAT IS TRUE AND CORRECT.

DATE

KENNETH E. BARNEY, P.L.S.

BOUNDARY DESCRIPTION

SEE SHEET 6 OF 6 FOR BOUNDARY DESCRIPTION

OWNER'S DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT WE, ALL OF THE UNDERSIGNED OWNERS OF ALL THE PROPERTY DESCRIBED IN THE SURVEYOR'S CERTIFICATE HEREON AND SHOWN ON THIS MAP, HAVE CAUSED THE SAME TO BE SUBDIVIDED INTO LOTS, STREETS, AND EASEMENTS AND DO HEREBY DEDICATE THE STREETS AND OTHER PUBLIC AREAS AS INDICATED HEREON FOR PERPETUAL USE OF THE PUBLIC. PURSUANT TO UTAH CODE 10–9A–604CD, THE OWNERS HEREBY CONVEY & DEDICATES THE PUBLIC OPEN SPACE PARCELS A, E, AND H TO ALPINE CITY, THE OWNERS HEREBY COVEYS & DEDICATES THE PRIVATE OPEN SPACE PARCELS A, C, AND E TO THE THREE FALLS HOMEOWNERS ASSOCIATION, A UTAH NON–PROFIT CORPORATION WITH A REGISTERED ADDRESS OF 2085 N. THREE FALLS DRIVE ALPINE, UT. 84004.

IN WITNESS HEREOF WE HAVE HEREUNTO SET OUR HANDS THIS DAY OF _____. A.D. 20____.

L.C.

BY: _____

BY: _____ BY: _____

ACKNOWLEDGMENT

STATE OF UTAH }
COUNTY OF UTAH } S.S.

ON THIS _____ DAY OF _____ , IN THE YEAR 20____ BEFORE ME,_____, THE SIGNER OF THIS DOCUMENT, WHO DULY ACKNOWLEDGED TO ME THAT (S)HE IS THE_____, [NAME OF OFFICE] OF_____, A UTAH CORPORATION, AND IS AUTHORIZED TO EXECUTE THE FOREGOING INSTRUMENT IN ITS BEHALF AND THAT HE OR SHE EXECUTED IT IN SUCH CAPACITY.

NOTARY PUBLIC _____

NOTARY FULL NAME _____ A NOTARY COMMISSIONED IN UTAH

COMMISSION NUMBER_____MY COMMISSION EXPIRES_____ .

ACKNOWLEDGMENT

STATE OF UTAH }
COUNTY OF UTAH } S.S.

ON THIS _____ DAY OF _____, IN THE YEAR 20____ BEFORE ME,_____, PERSONALLY APPEARED_____, WHO DULY ACKNOWLEDGED TO ME THAT (S)HE IS A_____, [MEMBER WITH MANAGEMENT AUTHORITY] [MANAGER] OF_____, A UTAH LIMITED LIABILITY COMPANY, AND IS AUTHORIZED TO EXECUTE THE FOREGOING AGREEMENT IN ITS BEHALF AND THAT HE OR SHE EXECUTED IT IN SUCH CAPACITY.

NOTARY PUBLIC _____

NOTARY FULL NAME _____ A NOTARY COMMISSIONED IN UTAH

COMMISSION NUMBER_____MY COMMISSION EXPIRES_____ .

ACCEPTANCE BY LEGISLATIVE BODY

THE CITY COUNCIL OF ALPINE, COUNTY OF UTAH, APPROVES THIS SUBDIVISION AND HEREBY ACCEPTS THE DEDICATION OF ALL STREETS, EASEMENTS, AND OTHER PARCELS OF LAND INTENDED FOR PUBLIC PURPOSES FOR THE PERPETUAL USE OF THE PUBLIC THIS _____ DAY OF _____ A.D. 20____.

APPROVED _____ ATTEST _____
CITY ENGINEER (SEE SEAL) CITY RECORDER (SEE SEAL)

CITY ACKNOWLEDGMENT

STATE OF UTAH }
COUNTY OF UTAH } S.S.

ON THIS _____ DAY OF _____ A.D. 20____ PERSONALLY APPEARED BEFORE ME_____, WHO BEING BY ME SWORN, DID SAY THAT HE IS THE MAYOR OF ALPINE CITY, A MUNICIPAL CORPORATION, AND THAT SAID INSTRUMENT WAS SIGNED IN BEHALF OF THE CITY BY AUTHORITY OF ITS GOVERNING BODY AND SAID MAYOR ACKNOWLEDGE TO ME THAT THE CITY EXECUTED THE SAME.

COMMUNITY DEVELOPMENT DIRECTOR APPROVAL

APPROVED THIS____DAY OF_____A.D. 20____, BY THE ALPINE CITY DEVELOPMENT DIRECTOR.

DIRECTOR

IRRIGATION CANAL COMPANY APPROVAL

APPROVED THIS____DAY OF_____A.D. 20____, BY THE ALPINE IRRIGATION COMPANY.

WATER MASTER

CITY ATTORNEY

APPROVED AS TO FORM THIS____DAY OF_____A.D. 20____, BY THE ALPINE CITY ATTORNEY.

CITY ATTORNEY

Northern ENGINEERING INC
ENGINEERING–LAND PLANNING CONSTRUCTION MANAGEMENT
1040 E. 800 N.
OREM, UTAH 84097
(801) 802–8992

SURVEYOR'S SEAL	NOTARY PUBLIC SEAL	CITY–COUNTY ENGINEER SEAL	CLERK–RECORDER SEAL	

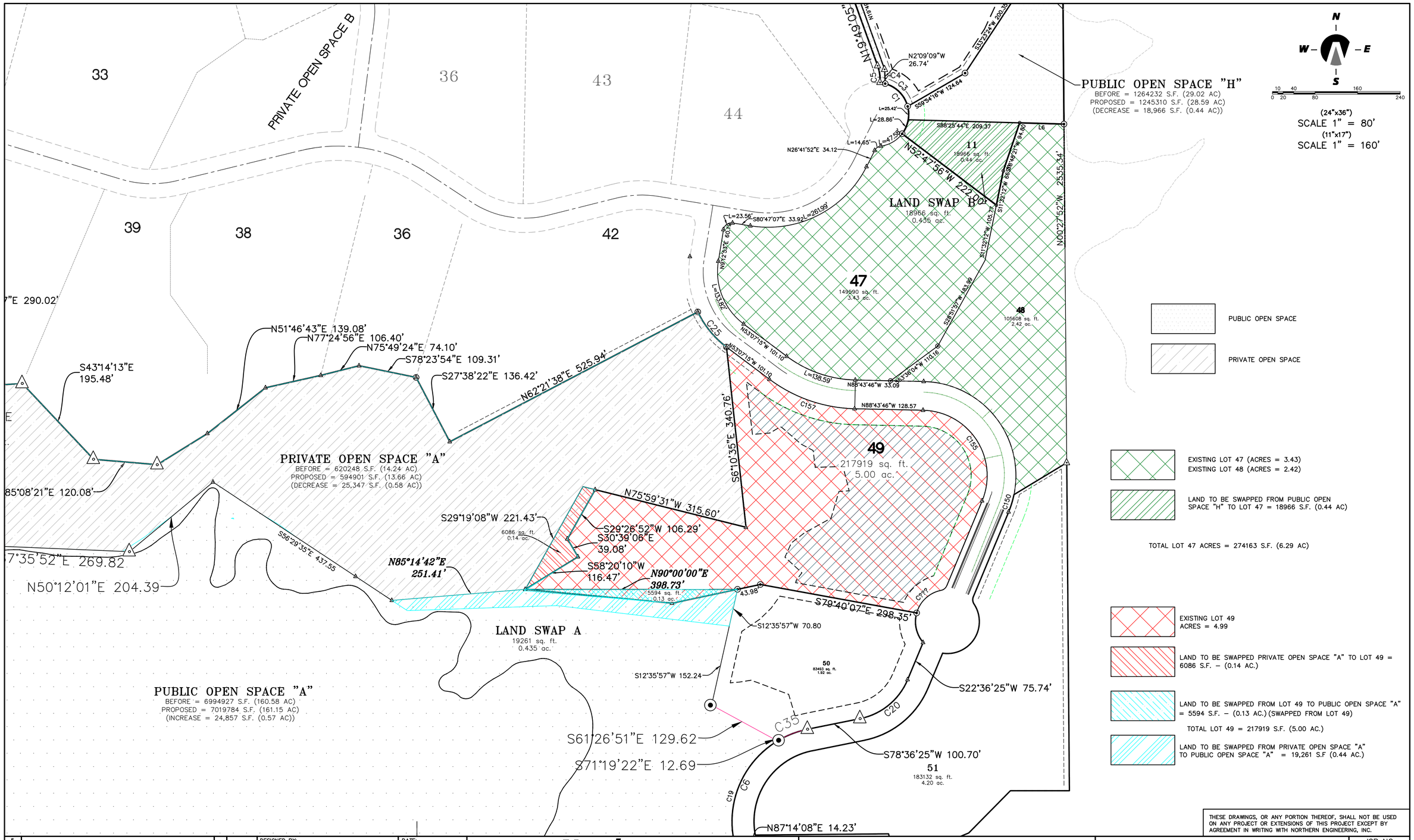
THREE FALLS SUBDIVISION PLAT "H"

AMENDING PUBLIC OPEN SPACE A, C, D, E & H, PRIVATE OPEN SPACE A, C & E. LOTS 30, 31, 34, 38, 39, 42, 49, 50 & 51 OF THREE FALLS SUBDIVISION PLAT "E"

A SUBDIVISION LYING IN THE EAST HALF OF SECTION 12, THE NORTHEAST QUARTER OF SECTION 13, TOWNSHIP 4 SOUTH, RANGE 1 EAST, AND THE WEST HALF OF SECTION 7, TOWNSHIP 4 SOUTH, RANGE 2 EAST, SALT LAKE BASE AND MERIDIAN, ALPINE CITY, UTAH COUNTY, UTAH

ALPINE CITY UTAH COUNTY, UTAH

SCALE: 1" = 300 FEET



THESE DRAWNGS, OR ANY PORTION THEREOF, SHALL NOT BE USED ON ANY PROJECT OR EXTENSIONS OF THIS PROJECT EXCEPT BY AGREEMENT IN WRITING WITH NORTHERN ENGINEERING, INC.

NO.	REVISIONS	BY	DATE
5			
4			
3			
2			
1			

DESIGNED BY: DATE:
DRAWN BY: DATE:
CHECKED BY: DATE:
APPROVED: DATE:
COGO FILE: DATE:
REV. COGO FILE: DATE:

K:\3-21-012-00 three falls 50\CAD\Design\LAND SWAP 10-10-2025.dwg colored.dwg 3/4/2026 5:12 PM

Northern ENGINEERING INC
ENGINEERING–LAND PLANNING
CONSTRUCTION MANAGEMENT
1040 E. 800 N.
OREM, UTAH 84097
(801) 802-8992

THREE FALLS LAND SWAP

EXHIBIT

ALPINE CITY, UTAH

JOB NO. 3-21-012

SHEET NO. 1

ALPINE CITY
STAFF REPORT
March 20, 2026

To: Alpine City Planning Commission

From: Staff

Prepared By: Shane Sorensen, City Administrator
Planning & Zoning Department

Jason Judd, City Engineer
Engineering & Public Works Department

Re: **PRELIMINARY – SMOOTH CANYON SUBDIVISION PHASE 2**

Applicant:	Patterson Homes
Project Location:	Approximately 1000 South 1100 East
Zoning:	CR-20,000 Zone
Acreage:	13.84 Acres
Lot Number & Size:	23 lots ranging from 0.46 acres to 0.52 acres
Request:	Approve Preliminary Plan

SUMMARY

The Smooth Canyon Subdivision Phase 2 consists of 23 lots on 13.84 acres, with lots ranging from 0.46 acres to 0.51 acres in size. The development is located at approximately 1000 South 1100 East, and in the CR 20,000 zone. Based on DCA 4.04.010, Planning Commission is the Land Use Authority for any Preliminary Subdivision Application. The application is for preliminary approval.

BACKGROUND

Smooth Canyon Phase 2 is on approximately half of two separate parcels of land which border Highland City. There are stubbed road connections on both east and west sides of the development. No connections will be made to Highland City with this development. It is anticipated that another phase of Smooth Canyon would eventually be developed to the south of Phase 2.

ANALYSIS

Lot Width, Area, and Shape

The proposed lots meet the minimum requirements for the zone, with the smallest lot being

20,017 square feet or 0.46 acres in size. Lot width requirements for the CR-20,000 zone are 110 feet for a standard lot as measured at the 30-foot front setback line, and 80 feet when lot abuts upon a cul-de-sac.(DCA 3.04.060). All proposed lots appear to meet the width requirement. As far as lot shape is concerned, all lots meet the numbers of sides allowed; five or less sides, excluding the front property line.

Use
The developer is proposing that the lots be used for single-unit detached dwellings which is consistent with the permitted uses for the CR-20,000 zone.

Trails
The Trail Master Plan shows a planned trail connection through the property connecting the Smooth Canyon Park trail system to the trail system on the southeast corner of the City. The proposed preliminary plan shows trails or trail connections to Smooth Canyon Park and to Forest Service land to the east.

General Plan
The Transportation Master Plan Map (TMPM), as part of the City General Plan, shows a connection between Alpine City and Highland City south of this location. The proposed plan complies with the General Plan.

Other
The developer will need to provide Alpine Irrigation Company water shares to satisfy the City's water requirements. The water policy will need to be met before the final plat can be recorded.

REVIEWS

PLANNING AND ZONING DEPARTMENT REVIEW
The analysis section in the body of this report serves as the Planning and Zoning Department review.

LONE PEAK FIRE DEPARTMENT REVIEW
Lone Peak Fire Department will review prior to Commission meeting

HORROCKS REVIEW
Horrocks reviewed a previous submittal for this project.

ENGINEERING AND PUBLIC WORKS DEPARTMENT REVIEW
Streets and Right-of-Way
All frontage is shown to be improved with curb/gutter and sidewalk per Alpine City Standards. Roadway widths and cul-de-sac also meet city code.

Street grades meet current code with a minimum of 1% slope (DCA 4.07.090.2). The road grades shown are between 0.50% & 0.94%.

Utilities - General
Each utility system will be discussed in more detail below but in general, the development fits well within the city's adopted master plans; no issues regarding utilities were noted. Horrocks

reviewed and approved a previous submitted plan for culinary water, pressurized irrigation, and sewer. For culinary waterline sizing, Horrocks had the following comment for the developer to consider: *"Fire flow available in the area surrounding the proposed improvements should be over 1750 gallons per minute at 20 psi for the proposed lines. If developer wishes to have greater fire flow for larger homes then water line should be looped to the east or a larger size installed to Healey Drive on High Bench road."*

Utilities – Culinary Water
The subdivision is well below the 5,350-foot elevation, which is the highest elevation the existing water system can serve and still provide the minimum 40 psi required by ordinance. The culinary water master plan does not call for the need to upsize any mains within the development area but as noted in the Horrocks review, if the developer wishes to have greater fire flow for larger homes (larger than 4,800 sf), lines bigger than 8-inch would need to be installed. **Staff will work with the developer to see what their desires are in terms of home sizes for the area.**

1-inch laterals with ¾-inch meters are required, and shown, for each new lot.

The Fire Chief will review plans prior to Commission meeting and prior to final plan approval.

Utilities – Pressurized Irrigation
Horrocks modeled the site and found no issues regarding the proposed development in terms of pressurized irrigation. The development can be served by the existing 8-inch main in High Bench Road. New 1-inch laterals are shown to be installed for each new lot. There is one existing 2-inch service that will be required to be removed and capped at the main line

Utilities – Stormwater
The storm water system design and drainage report has been submitted, reviewed, and approved. The storm water system consists of six sumps that will retain the 100-yr (1% Annual Chance) storm. Each lot within the development will also be required to retain the 80th percentile storm on its lot. All stormwater from this development will be retained onsite.

March 1, 2016, the State of Utah implemented into the General MS4 Permit (Small Municipal Separate Storm Sewer Systems) the requirement of all developments to evaluate Low Impact Development (aka - LID) for their site. LID is a measure of handling storm water and improving water quality. LID emphasizes conservation and the use of on-site natural features to protect water quality. There are many ways to meet the LID requirement. LID can be met by the use of drainage swales, rainwater harvesting, curb cuts to direct water to smaller local basins, and so on. The developer shows in the storm water calculations that LID will be implemented at the building permit level with each new lot retaining the 90th percentile storm, which equates to about a 2-year, 1-hr rainfall event for Alpine City. Recently, the state changed this requirement from the 90th percentile storm to the 80th percentile storm event. Retention of the 80th percentile storm is something Alpine is doing for all new homes within the city as required by the State. This is not just done as a measure of protecting water quality but also helps protect against runoff from one property to another.

Utilities – Sewer
The development can be served and is shown to connect to the existing 8-inch sewer system in

High Bench Road. All lots are shown to gravity flow to that main line. The sewer master plan does not show the need to upsize any mains within the development. A new 4-inch sewer lateral is shown to be constructed to each new lot.

Geotechnical Report
The provided geotechnical report covers the standard items required by ordinance. No hazards were noted in the report or discovered in the process.

Hazard Reports
The proposed development does not fall within the Geologic Hazards Overlay Zone or the Urban/Wildland Interface and therefore no hazard reports were required of the developer.

Other
There are some minor redlines to correct on the plans.

STAFF RECOMMENDATION

Review staff report and findings and make a motion to approve or table the proposed subdivision. Findings are outlined below.

Findings for a Positive Motion:

A. The proposed plan complies with the TMPU, TMPM, General Plan, design standards and ordinances;
B. There are no geologic hazards of concern;
C. Utility connections fit well within the master plans for the area;
D. The plan requires no exceptions to ordinance.

Findings for a Motion to Table:

A. There are some redlines to correct on the plans.

STAFF RECOMMENDATION: Review staff report and findings and make a motion to approve or table the proposed subdivision.

MODEL MOTIONS

SAMPLE MOTION TO APPROVE

I move to approve the Preliminary application of Smooth Canyon Phase 2 as proposed.

SAMPLE MOTION TO APPROVE WITH CONDITIONS

I move to approve the Preliminary application of Smooth Canyon Phase 2 with the following conditions:
INSERT FINDINGS

SAMPLE MOTION TO TABLE

I move to table Smooth Canyon Phase 2 based on the following: **INSERT FINDINGS**

TABULATIONS

ZONE =	CR 20,000
TOTAL AREA =	13.84 AC
AREA OF EXISTING ROADS =	0 AC
NET DEVELOPABLE AREA =	13.84 AC
AREA OF NEW ROADS =	2.77 AC
AREA IN LOTS =	10.95 AC
OPEN SPACE / LANDSCAPE	0.11 AC
NUMBER OF LOTS	23
DENSITY	1.66 DU/AC

BOUNDARY DESCRIPTION

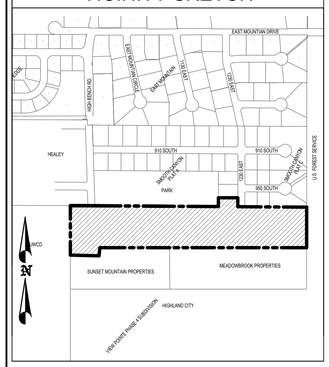
BEGINNING AT A POINT LOCATED S00°05'25"W 1376.78 FEET FROM THE EAST QUARTER CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 2 EAST, SALT LAKE BASE AND MERIDIAN;

THENCE SOUTH 00°05'25" WEST 312.31 FEET; THENCE WEST 1593.09 FEET; THENCE SOUTH 05°48'04" WEST 63.08 FEET; THENCE NORTH 88°35'21" WEST 221.10 FEET; THENCE NORTH 381.18 FEET TO A POINT ALONG THE SOUTHERLY BOUNDARY OF HEALEY HEIGHTS PRD PLAT F; THENCE ALONG SAID BOUNDARY SOUTH 89°48'12" EAST 153.20 FEET TO A POINT ALONG THE SOUTHERLY BOUNDARY OF SMOOTH CANYON PLAT A AMENDED; THENCE ALONG SAID BOUNDARY THE FOLLOWING FIVE (5) COURSES: 1) SOUTH 89°37'16" EAST 1002.07 FEET, 2) NORTH 00°07'09" EAST 71.73 FEET, 3) SOUTH 89°37'16" EAST 135.00 FEET, 4) SOUTH 00°07'09" WEST 71.73 FEET; AND 5) SOUTH 89°37'16" EAST 530.76 FEET TO THE POINT OF BEGINNING.

AREA = 602,723 SF OR 13.84 ACRES

BASIS OF BEARING IS NORTH 00°05'25" EAST ALONG SECTION LINE FROM THE SOUTHEAST CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 3 EAST, SALT LAKE AND MERIDIAN, TO THE EAST QUARTER CORNER OF SAID SECTION 30. (NAD 27)

VICINITY SKETCH

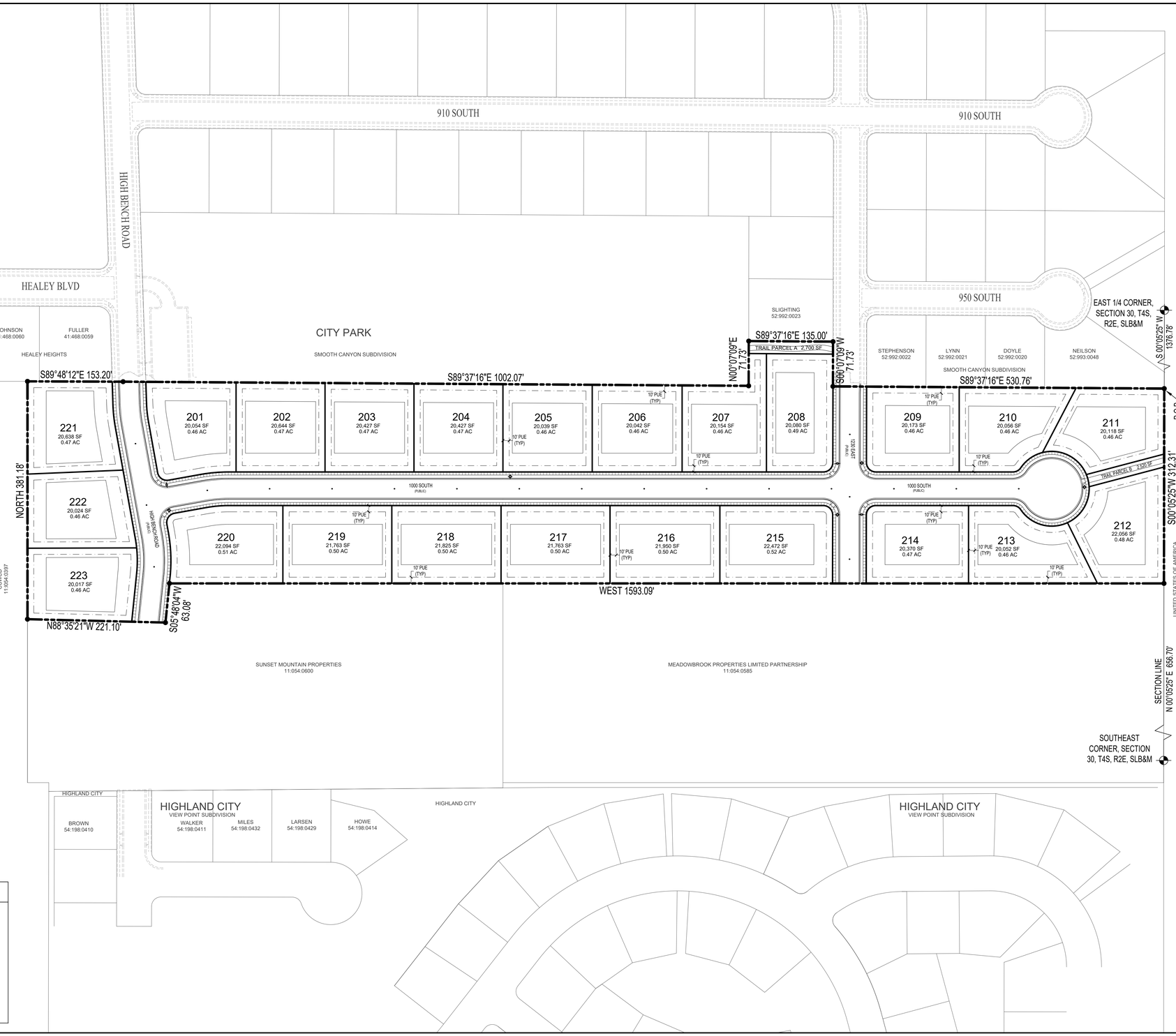


GENERAL NOTES

ALL CONSTRUCTION TO CONFORM TO ALPINE CITY STANDARD SPECIFICATIONS AND DETAILS

SHEET INDEX

C0	COVER
C1.0 - C1.1	PRELIMINARY PLAN
C2.0 - C2.1	OVERALL UTILITY PLAN
C3.0 - C3.1	GRADING PLAN
C4.0	HIGH BENCH RIDGE PLAN & PROFILE
C5.0 - C5.1	1000 SOUTH PLAN & PROFILE
C6.0	1230 EAST PLAN & PROFILE
C7.0	SWPPP



DEVELOPMENT

SMOOTH CANYON PHASE 2

DEVELOPER

PATTERSON HOMES
www.phutah.com
3450 N TRIUMPH BLVD SUITE 200
LEHI, UT 84043
(801) 756-7303

0 40 80 160 240
SCALE: 1"= 80'

berg CIVIL ENGINEERING
1018 N Deer Crest Lane
Alpine UT, 84004
office (801) 492-1277
cell (801) 616-1677

REVISIONS

NO.	DATE	DESCRIPTION
1		
2		
3		
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5		
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7		

SEAL

STATE OF UTAH — J. R. Berg — PROFESSIONAL ENGINEER — 343602 — 10/14/2025 — PROFESSIONAL ENGINEER

ACTION	DATE
PRELIM	10/14/2025

PROJECT

SMOOTH CANYON PHASE 2

DESCRIPTION

PRELIMINARY PLAN

SHEET NAME	SHEET NUMBER
COVER	C0

C:\Users\kerri\onedrive\berg civil\2025\pat - smooth canyon\2sc_00-final cover.dwg

SMOOTH CANYON PLAT D

HEALEY HEIGHTS

SMOOTH CANYON SUBDIVISION

S89°48'12"E 153.20'

S89°37'16"E 1002.07'

NORTH 381.18'

WEST 1593.09'

S05°48'04"W 63.08'

N88°35'21"W 221.10'

201	20,054 SF	0.46 AC
202	20,644 SF	0.47 AC
203	20,427 SF	0.47 AC
204	20,427 SF	0.47 AC
205	20,039 SF	0.46 AC
206	20,042 SF	0.46 AC
216	21,950 SF	0.50 AC
217	21,763 SF	0.50 AC
218	21,825 SF	0.50 AC
219	21,763 SF	0.50 AC
220	22,094 SF	0.51 AC
221	20,638 SF	0.47 AC
222	20,024 SF	0.46 AC
223	20,017 SF	0.46 AC

1000 SOUTH (PUBLIC)

HOBBENCH ROAD (PUBLIC)

10' PUE (TYP)

CUWCD 11:054:0397

SUNSET MOUNTAIN PROPERTIES 11:054:0600

MEADOWE

HIGHLAND CITY

HIGHLAND CITY
VIEW POINT SUBDIVISION

BROWN 54:198:0410

WALKER 54:198:0411

MILES 54:198:0432

LARSEN 54:198:0429

HOWE 54:198:0414

HIGHLAND CITY

BUILDING SETBACKS

FRONT = 30'
SIDE INTERIOR = 15'
SIDE CORNER = 30'
REAR INTERIOR = 30'
REAR CORNER = 30'

DEVELOPMENT

SMOOTH CANYON PHASE 2

DEVELOPER

PATTERSON HOMES
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(801) 756-7303

N

0 20 40 80 120
SCALE: 1"= 40'

berg CIVIL ENGINEERING
1018 N Deer Crest Lane
Alpine UT, 84004
office (801) 492-1277
cell (801) 616-1677

REVISIONS

NO.	DATE	DESCRIPTION
1		
2		
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6		
7		

SEAL

STATE OF UTAH — R. BERG — PROFESSIONAL ENGINEER — 343602 — 10/14/2025

ACTION	DATE
PRELIM	10/14/2025

PROJECT

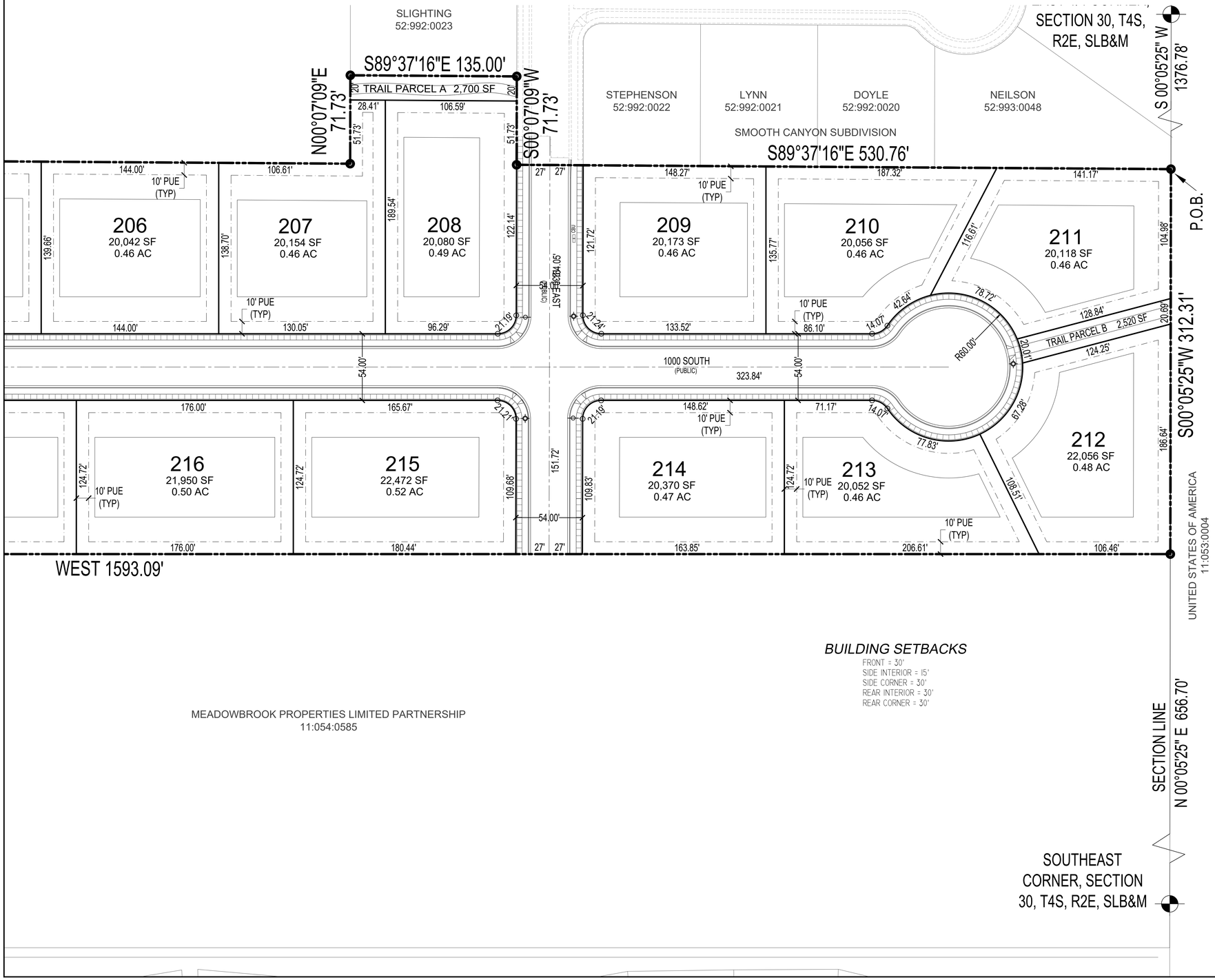
SMOOTH CANYON PHASE 2

DESCRIPTION

PRELIMINARY PLAN

SHEET NAME	SHEET NUMBER
PRELIMINARY PLAT	C1.0

SMOOTH CANYON PLAT D



BUILDING SETBACKS

FRONT = 30'
SIDE INTERIOR = 15'
SIDE CORNER = 30'
REAR INTERIOR = 30'
REAR CORNER = 30'

DEVELOPMENT

SMOOTH CANYON PHASE 2

DEVELOPER

PATTERSON HOMES
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3450 N TRIUMPH BLVD SUITE 200
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0 20 40 80 120
SCALE: 1"= 40'

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1018 N Deer Crest Lane
Alpine Ut, 84004
office (801) 492-1277
cell (801) 616-1677

REVISIONS			SEAL
NO.	DATE	DESCRIPTION	
1			
2			
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STATE OF UTAH · R-Berg · CIVIL ENGINEERING · 343602 · 10/14/2025 · PROFESSIONAL ENGINEER

ACTION	DATE
PRELIM	10/14/2025

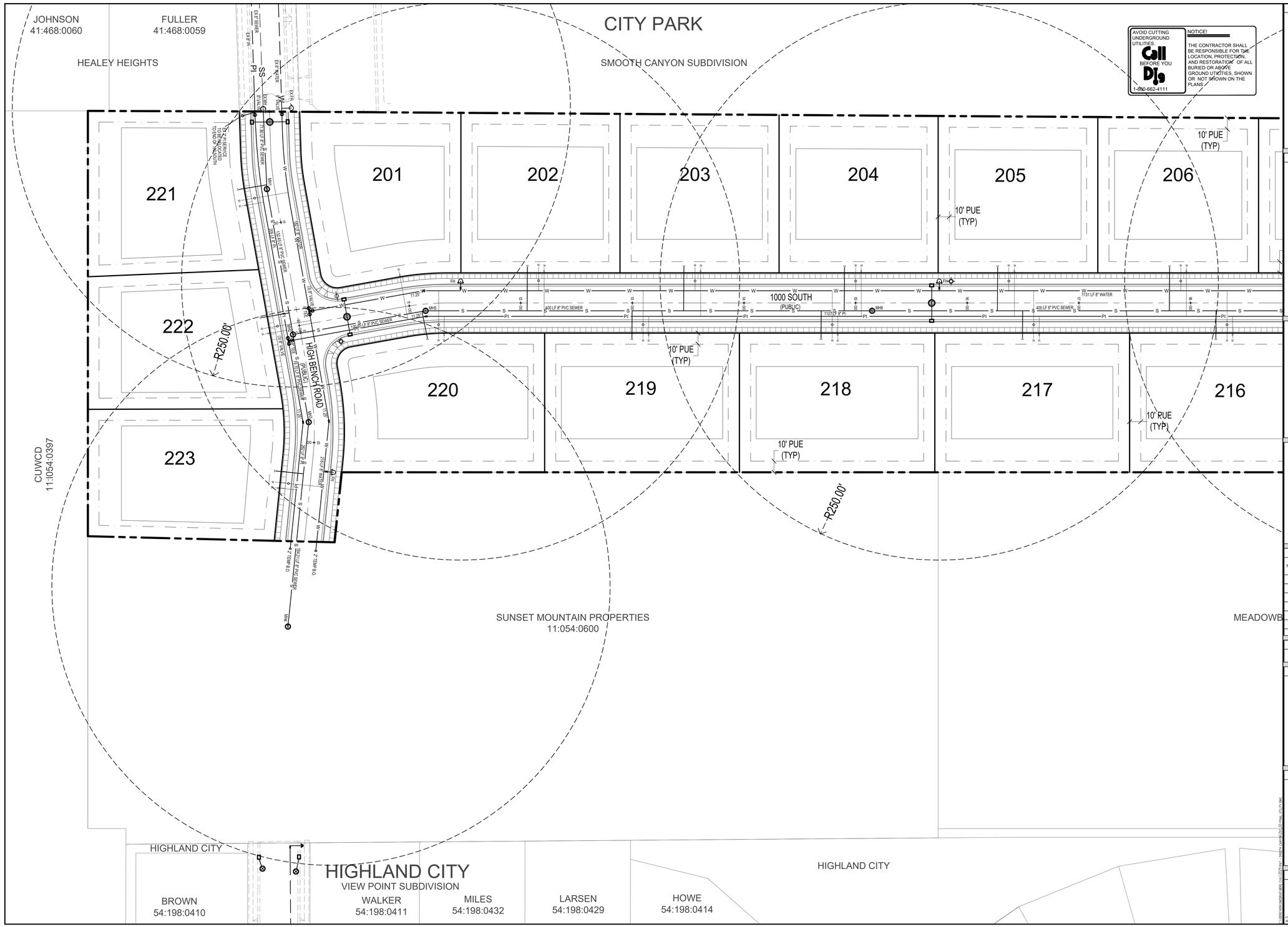
PROJECT

SMOOTH CANYON PHASE 2

DESCRIPTION

PRELIMINARY PLAN

SHEET NAME	SHEET NUMBER
PRELIMINARY PLAT	C1.1



DEVELOPMENT

SMOOTH CANYON PHASE 2

DEVELOPER

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0 20 40 80 120
SCALE: 1"= 40'

berg CIVIL ENGINEERING
1018 N Deer Crest Lane
Alpine UT, 84004
office (801) 492-1277
cell (801) 616-1677

REVISIONS			SEAL
NO.	DATE	DESCRIPTION	STATE OF UTAH R. Berg ENGINEERING PROFESSIONAL ENGINEER 343602 10/14/2025
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ACTION	DATE
PRELIM	10/14/2025

PROJECT

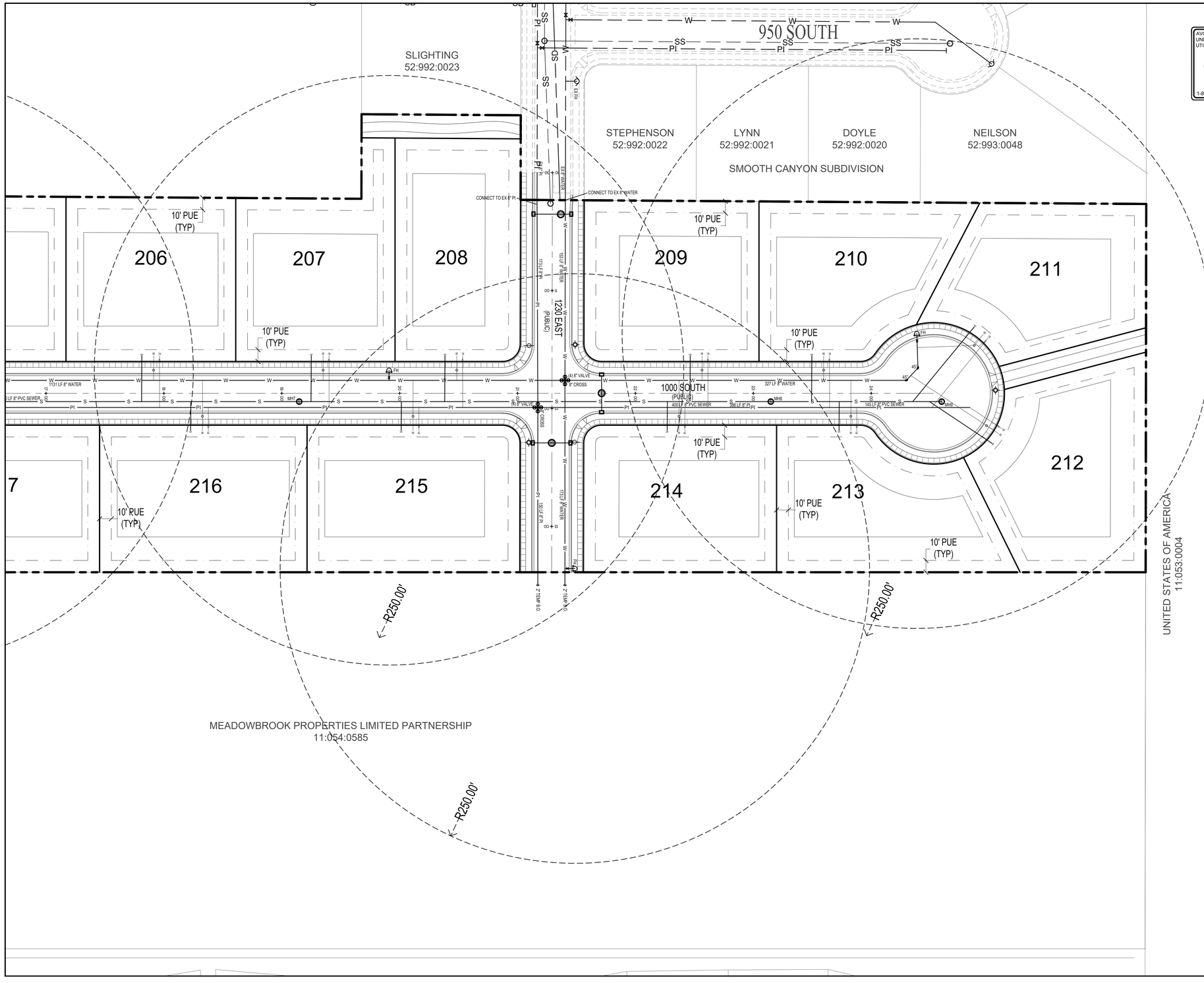
SMOOTH CANYON PHASE 2

DESCRIPTION

PRELIMINARY PLAN

SHEET NAME	SHEET NUMBER
UTILITY PLAN	C2.0

C:\Users\berr\onedrive\berg civil\2025\plat - smooth canyon\2ac_02-final utility.dwg



AVOID CUTTING UNDERGROUND UTILITIES. Call BEFORE YOU Dig 1-800-662-4111

NOTICE!

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION, PROTECTION, AND RESTORATION OF ALL BURIED OR ABOVE GROUND UTILITIES, SHOWN OR NOT SHOWN ON THE PLANS.

DEVELOPMENT

SMOOTH CANYON PHASE 2

DEVELOPER

PATTERSON HOMES
www.phutah.com

3450 N TRIUMPH BLVD SUITE 200
LEHI, UT 84043
(801) 756-7303

0 20 40 80 120
SCALE: 1"= 40'

berg CIVIL ENGINEERING
1018 N Deer Crest Lane
Alpine Ut, 84004
office (801) 492-1277
cell (801) 616-1677

REVISIONS

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SEAL

STATE OF UTAH
R. BUM
KASEY M. BERG
343602
10/14/2025
PROFESSIONAL ENGINEER

ACTION	DATE
PRELIM	10/14/2025

PROJECT

SMOOTH CANYON PHASE 2

DESCRIPTION

PRELIMINARY PLAN

SHEET NAME	SHEET NUMBER
UTILITY PLAN	*C2.1*

C:\Users\kevin.hall\Desktop\Smooth Canyon\SCPh2 - 2.0 Prelim - 251-172.dwg
K:\users\kevin\revit\revit berg civil\2025\cpd - smooth canyon\2sc_02-final utility.dwg

JOHNSON
41:468:0060

FULLER
41:468:0059

HEALEY HEIGHTS

CITY PARK

SMOOTH CANYON SUBDIVISION

AVOID CUTTING UNDERGROUND UTILITIES. Call BEFORE YOU Dig 1-800-662-4111

NOTICE!
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221

222

223

201

202

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204

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206

220

219

218

217

216

1000 SOUTH
(PUBLIC)

HIGH BENCH ROAD
(PUBLIC)

10' PUE
(TYP)

5120
5122
5124
5126
5128
5130
5132

MATCH EX TBC 20.97
MATCH EX TBC 20.92
TBC 22.88
TBC 22.80
TBC 24.99
TBC 25.99
TBC 22.85
TBC 22.80
15 LF 15" SD
SUMP1
SUMP2
CB1
CB2
CB3
CB4
CB5
CB6
1.25%
2.00%
2.00%
1.25%
20'
24'
28'
RIP RAP

CUWCD
11:054:0397

SUNSET MOUNTAIN PROPERTIES
11:054:0600

MEADOW

HIGHLAND CITY

HIGHLAND CITY

HIGHLAND CITY

SLOPE ANALYSIS

RANGE %		AREA (ac)
0	9.9	13.836
10	14.9	0.008
15	19.9	0.003
20	24.9	0.002
25	29.9	0
30+		0

All lota have an average slope of approx 2%

0 20 40 80 120
SCALE: 1"= 40'

DEVELOPMENT

SMOOTH CANYON PHASE 2

DEVELOPER

PATTERSON HOMES
www.phutah.com

3450 N TRIUMPH BLVD SUITE 200
LEHI, UT 84043
(801) 756-7303

CIVIL ENGINEERING
1018 N Deer Crest Lane
Alpine Ut, 84004
office (801) 492-1277
cell (801) 616-1677

REVISIONS		
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SEAL
STATE OF UTAH
R. BERG
343602
10/14/2025
PROFESSIONAL ENGINEER

ACTION	DATE
PRELIM	10/14/2025

PROJECT

SMOOTH CANYON PHASE 2

DESCRIPTION

PRELIMINARY PLAN

SHEET NAME	SHEET NUMBER
GRADING PLAN	C3.0

C:\users\kentwood\onedrive\berg civil\2025\plat - smooth canyon\2sc_03-final grading.dwg

SLOPE ANALYSIS

RANGE %		AREA (ac)
0	9.9	13.836
10	14.9	0.008
15	19.9	0.003
20	24.9	0.002
25	29.9	0
30+		0

All lota have an average slope of approx 2%

AVOID CUTTING UNDERGROUND UTILITIES. Call BEFORE YOU Dig 1-800-662-4111

NOTICE! THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION, PROTECTION, AND RESTORATION OF ALL BURIED OR ABOVE GROUND UTILITIES, SHOWN OR NOT SHOWN ON THE PLANS.

950 SOUTH

SLIGHTING
52:992:0023

STEPHENSON
52:992:0022

LYNN
52:992:0021

DOYLE
52:992:0020

NEILSON
52:993:0048

SMOOTH CANYON SUBDIVISION

206 207 208 209 210 211 212 213 214 215 216

1230 EAST (PUBLIC)

1000 SOUTH (PUBLIC)

10' PUE (TYP)

5126 5128 5130

SD SD SD

MATCH EX TBC 25.18 | TBC 25.75 | MATCH EX TBC 25.58 | TBC 25.75

TBC 27.96 | TBC 29.00 | TBC 30.10 | TBC 28.58 | TBC 28.94 | TBC 29.10

15 LF 15" SD
SUMP4
15 LF 15" SD

UNITED STATES OF AMERICA
11:053:0004

MEADOWBROOK PROPERTIES LIMITED PARTNERSHIP
11:054:0585

DEVELOPMENT

SMOOTH CANYON PHASE 2

DEVELOPER

PATTERSON HOMES
www.phutah.com

3450 N TRIUMPH BLVD SUITE 200
LEHI, UT 84043
(801) 756-7303

0 20 40 80 120
SCALE: 1"= 40'

berg CIVIL ENGINEERING
1018 N Deer Crest Lane
Alpine Ut, 84004
office (801) 492-1277
cell (801) 616-1677

REVISIONS

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SEAL: STATE OF UTAH — R. Berg — 343602 — 10/14/2025 — PROFESSIONAL ENGINEER

ACTION	DATE
PRELIM	10/14/2025

PROJECT

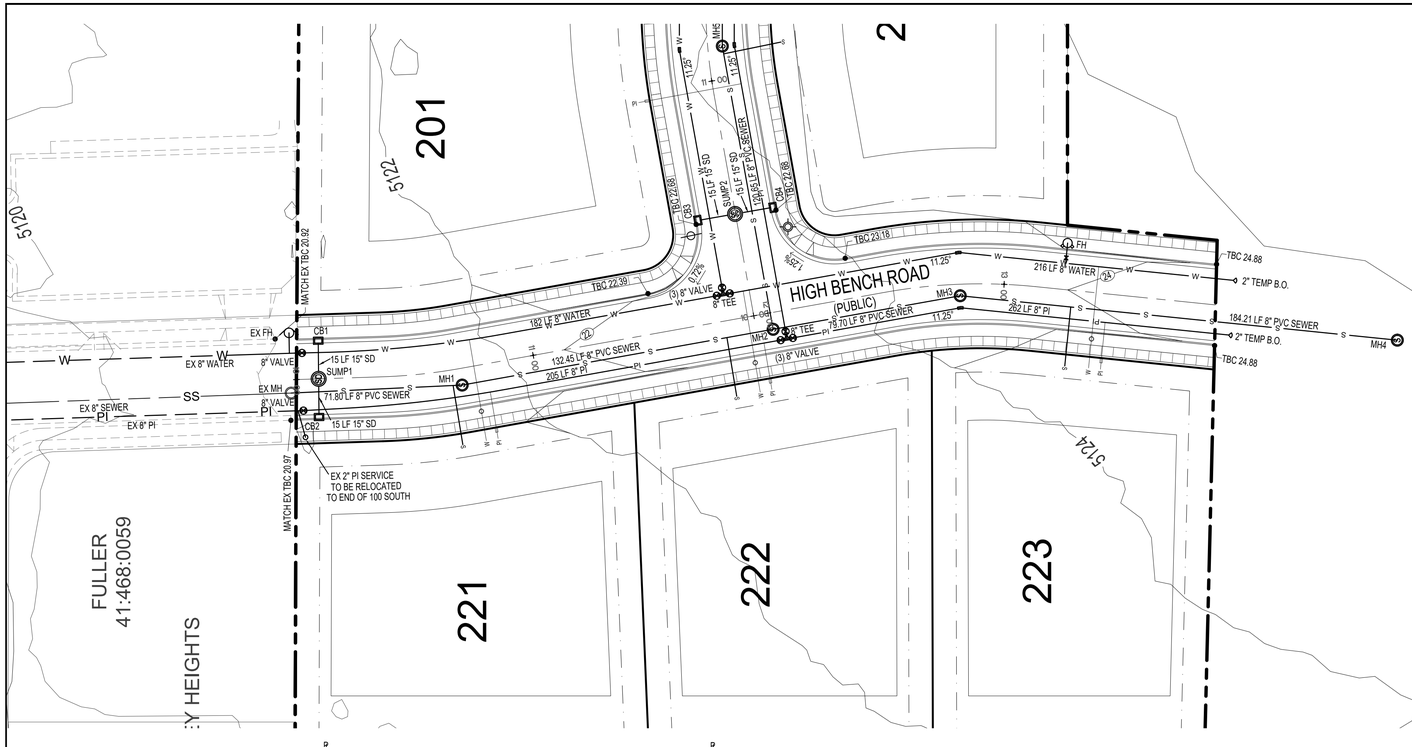
SMOOTH CANYON PHASE 2

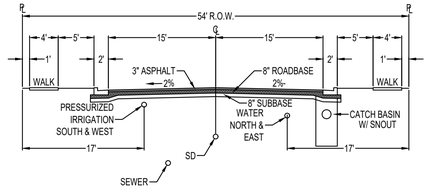
DESCRIPTION

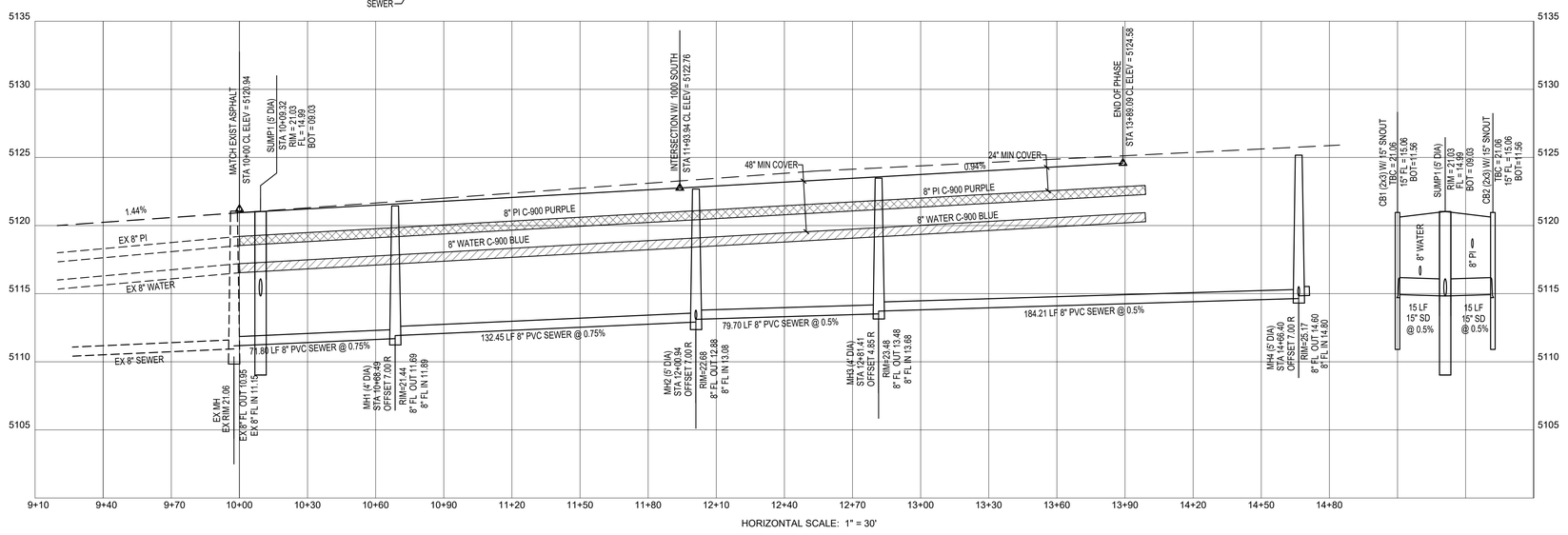
PRELIMINARY PLAN

SHEET NAME	SHEET NUMBER
GRADING PLAN	C3.1

C:\Users\kerri\AppData\Roaming\Bluebeam Software\Cache\1\2025\sc1 - 2nd\Ph 2 submittal\SC-PH2-GRADING PLAN.pdf







HORIZONTAL SCALE: 1" = 30'

AVOID CUTTING UNDERGROUND UTILITIES. Call BEFORE YOU Dig 1-800-662-4111

NOTICE!

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DEVELOPMENT

SMOOTH CANYON PHASE 2

DEVELOPER

PATTERSON HOMES
www.phutah.com

3450 N TRIUMPH BLVD SUITE 200
LEHI, UT 84043
(801) 756-7303

N

0 15 30 60 90
SCALE: 1"= 30'

berg
CIVIL ENGINEERING
1018 N Deer Crest Lane
Alpine Ut, 84004
office (801) 492-1277
cell (801) 616-1677

REVISIONS		
NO.	DATE	DESCRIPTION
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SEAL

STATE OF UTAH
R. R. BERG
343602
10/14/2025
REGISTERED PROFESSIONAL ENGINEER

ACTION	DATE
PRELIM	10/14/2025

PROJECT

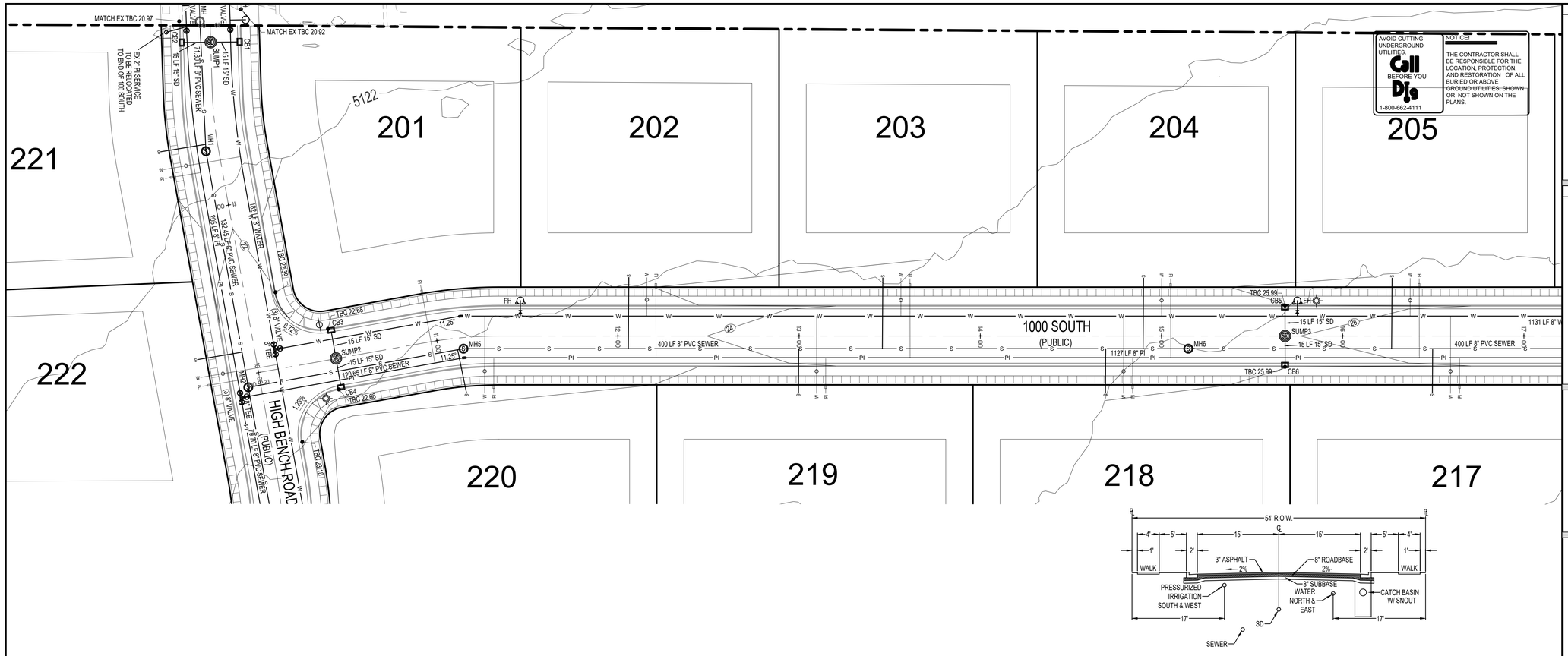
SMOOTH CANYON PHASE 2

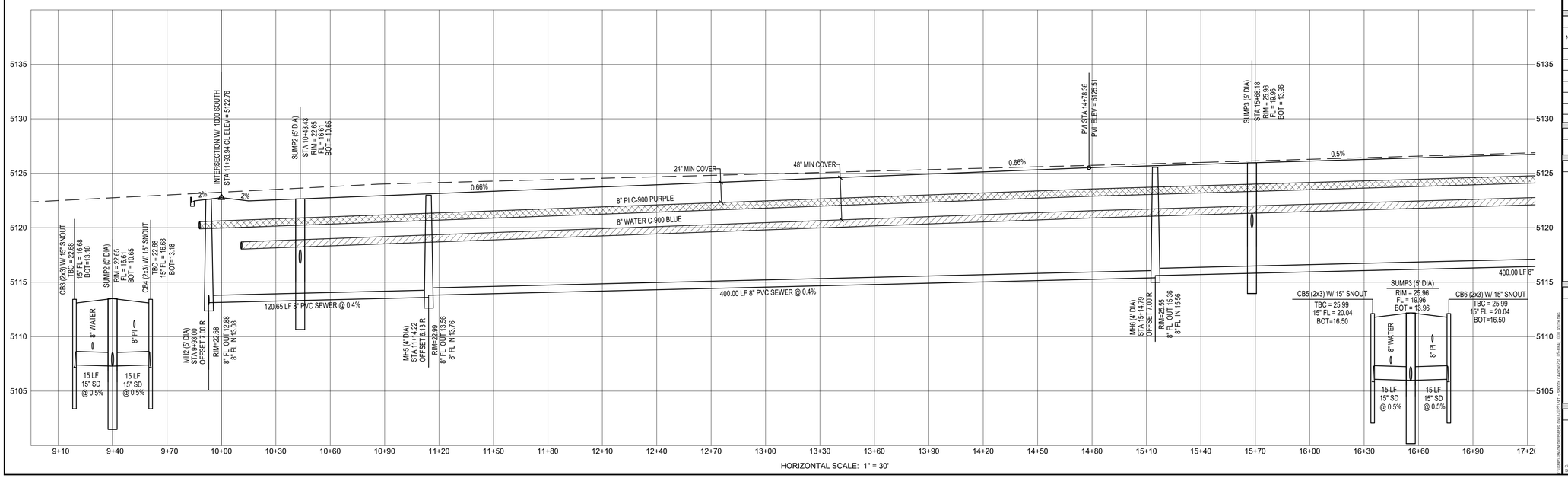
DESCRIPTION

PRELIMINARY PLAN

SHEET NAME	SHEET NUMBER
HIGH BENCH ROAD PLAN	C4

C:\Users\berg\Documents\Berg Civil\2025\pat - smooth canyon\2nc_04-final high bench.dwg





HORIZONTAL SCALE: 1" = 30'

DEVELOPMENT

SMOOTH CANYON PHASE 2

DEVELOPER

PATTERSON HOMES
www.phutah.com

3450 N TRIUMPH BLVD SUITE 200
LEHI, UT 84043
(801) 756-7303

N

0 15 30 60 90

SCALE: 1"= 30'

berg CIVIL ENGINEERING
1018 N Deer Crest Lane
Alpine Ut, 84004
office (801) 492-1277
cell (801) 616-1677

REVISIONS

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SEAL

STATE OF UTAH
R. Berg
343602
REGISTERED PROFESSIONAL ENGINEER
10/14/2025

ACTION	DATE
PRELIM	10/14/2025

PROJECT

SMOOTH CANYON PHASE 2

DESCRIPTION

PRELIMINARY PLAN

SHEET NAME	SHEET NUMBER
1000 SOUTH ROAD PLAN	C5.0

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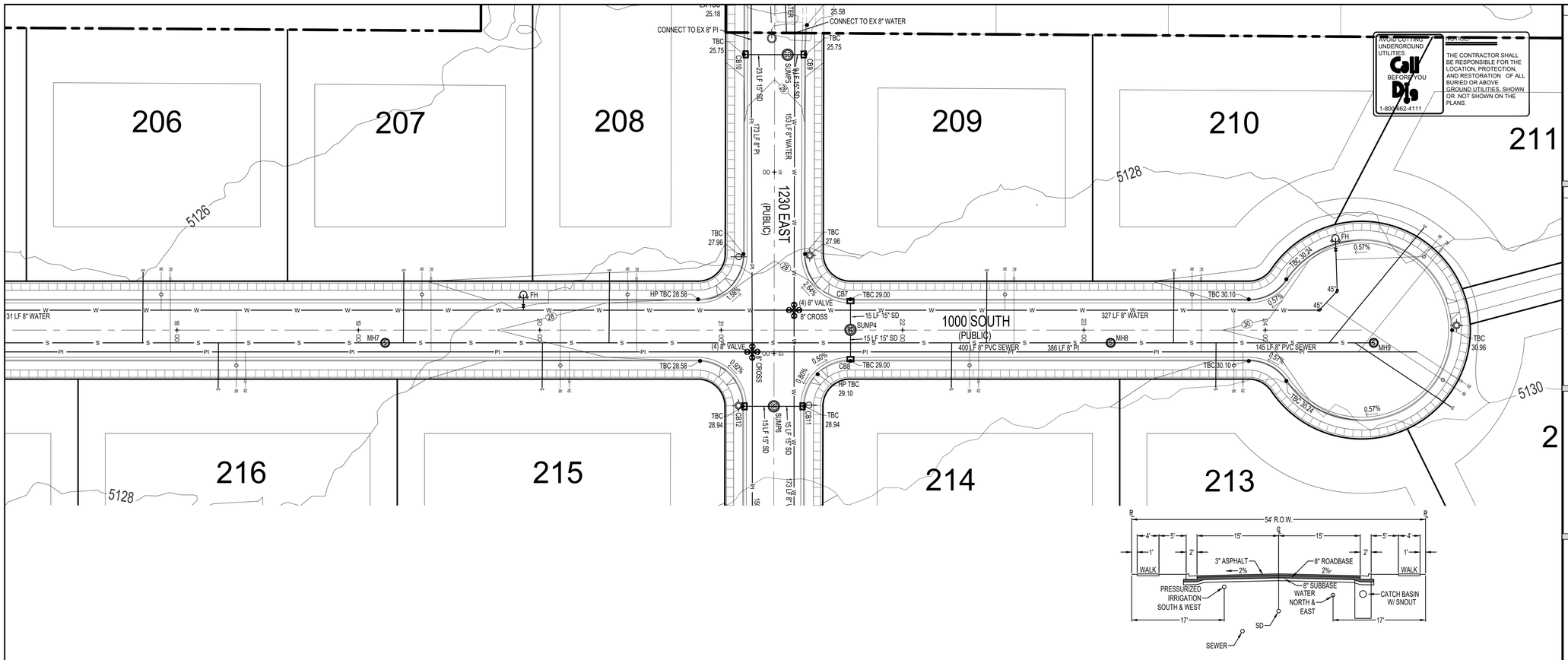

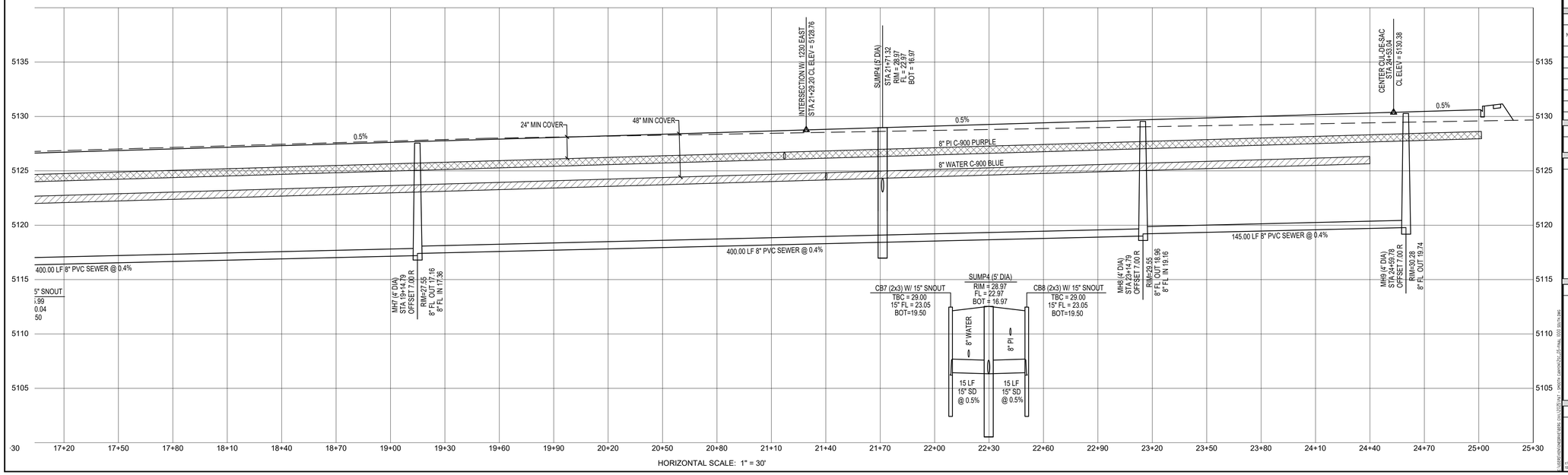

HORIZONTAL SCALE: 1" = 30'

DEVELOPMENT

SMOOTH CANYON PHASE 2

DEVELOPER

PATTERSON HOMES
www.phutah.com

3450 N TRIUMPH BLVD SUITE 200
LEHI, UT 84043
(801) 756-7303

N

0 15 30 60 90
SCALE: 1"= 30'

berg CIVIL ENGINEERING
1018 N Deer Crest Lane
Alpine Ut, 84004
office (801) 492-1277
cell (801) 616-1677

REVISIONS

NO.	DATE	DESCRIPTION
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SEAL

STATE OF UTAH
R. BERG
343602
10/14/2025
REGISTERED PROFESSIONAL ENGINEER

ACTION	DATE
PRELIM	10/14/2025

PROJECT

SMOOTH CANYON PHASE 2

DESCRIPTION

PRELIMINARY PLAN

SHEET NAME	SHEET NUMBER
1000 SOUTH ROAD PLAN	C5.1

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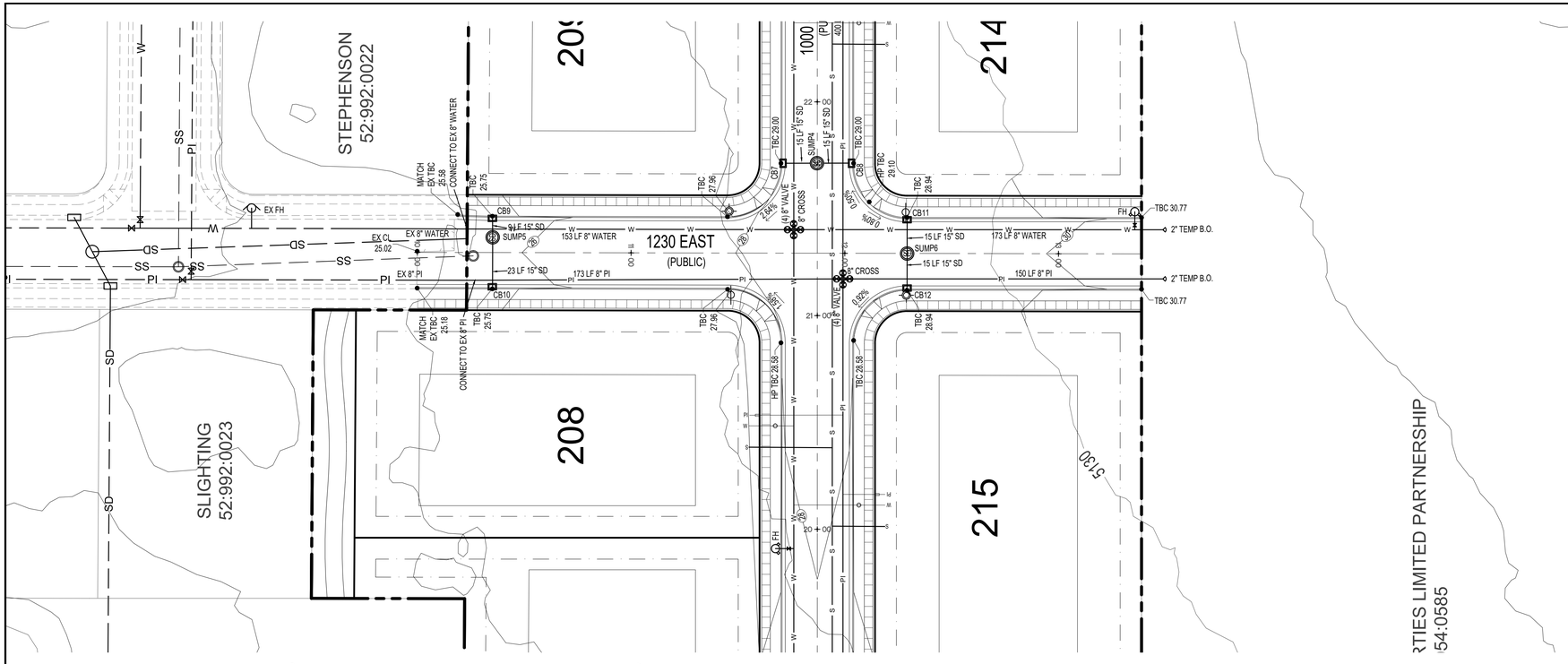

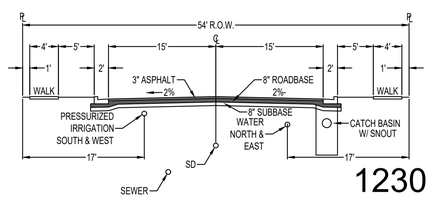

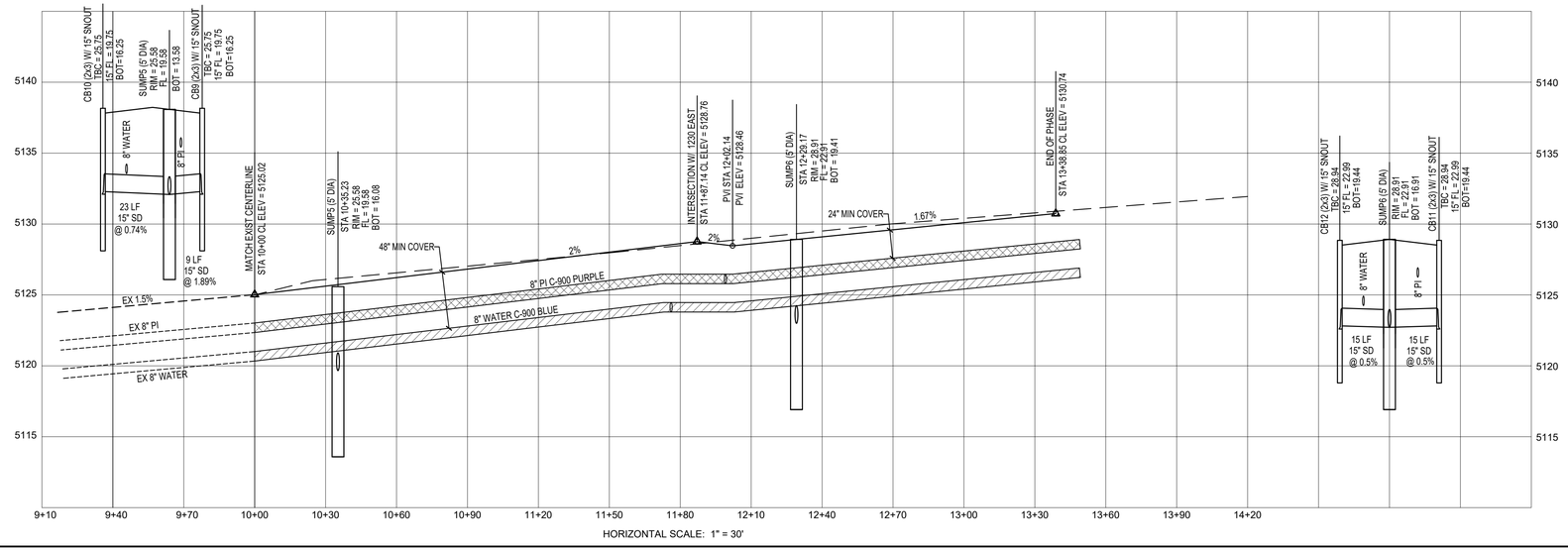

AVOID CUTTING UNDERGROUND UTILITIES. Call BEFORE YOU Dig 1-800-662-4111

NOTICE!

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DEVELOPMENT

SMOOTH CANYON PHASE 2

DEVELOPER

PATTERSON HOMES
www.phutah.com

3450 N TRIUMPH BLVD SUITE 200
LEHI, UT 84043
(801) 756-7303

N

0 15 30 60 90
SCALE: 1"= 30'

berg
CIVIL ENGINEERING
1018 N Deer Crest Lane
Alpine Ut, 84004
office (801) 492-1277
cell (801) 616-1677

REVISIONS

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SEAL

STATE OF UTAH
R. BUTLER BERG
343602
10/14/2025
REGISTERED PROFESSIONAL ENGINEER

ACTION	DATE
PRELIM	10/14/2025

PROJECT

SMOOTH CANYON PHASE 2

DESCRIPTION

PRELIMINARY PLAN

SHEET NAME	SHEET NUMBER
1230 EAST ROAD PLAN	C6.0

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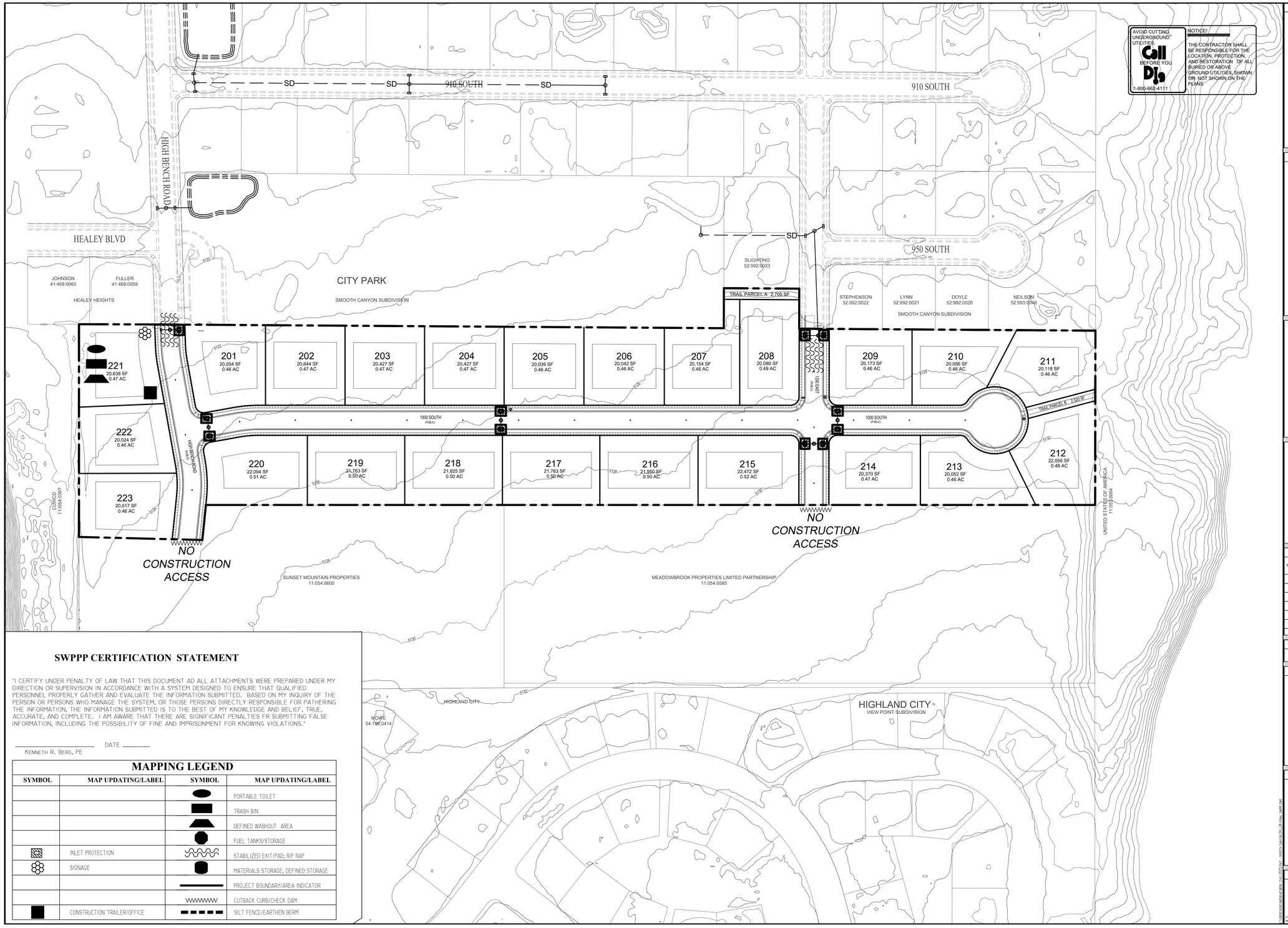

AVOID CUTTING UNDERGROUND UTILITIES. Call BEFORE YOU Dig 1-800-662-4111

NOTICE!
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SWPPP CERTIFICATION STATEMENT

"I CERTIFY UNDER PENALTY OF LAW THAT THIS DOCUMENT AD ALL ATTACHMENTS WERE PREPARED UNDER MY DIRECTION OR SUPERVISION IN ACCORDANCE WITH A SYSTEM DESIGNED TO ENSURE THAT QUALIFIED PERSONNEL PROPERLY GATHER AND EVALUATE THE INFORMATION SUBMITTED. BASED ON MY INQUIRY OF THE PERSON OR PERSONS WHO MANAGE THE SYSTEM, OR THOSE PERSONS DIRECTLY RESPONSIBLE FOR PATHERING THE INFORMATION, THE INFORMATION SUBMITTED IS TO THE BEST OF MY KNOWLEDGE AND BELIEF, TRUE, ACCURATE, AND COMPLETE. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES FR SUBMITTING FALSE INFORMATION, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT FOR KNOWING VIOLATIONS."

_____ DATE _____
KENNETH R. BERG, PE

MAPPING LEGEND

SYMBOL	MAP UPDATING/LABEL	SYMBOL	MAP UPDATING/LABEL
			PORTABLE TOILET
			TRASH BIN
			DEFINED WASHOUT AREA
			FUEL TANKS/STORAGE
	INLET PROTECTION		STABILIZED EXIT/PAD; RIP RAP
	SIGNAGE		MATERIALS STORAGE, DEFINED STORAGE
			PROJECT BOUNDARY/AREA INDICATOR
			CUTBACK CURB/CHECK DAM
	CONSTRUCTION TRAILER/OFFICE		SILT FENCE/EARTHEN BERM

DEVELOPMENT

SMOOTH CANYON PHASE 2

DEVELOPER

PATTERSON HOMES
www.phutah.com

3450 N TRIUMPH BLVD SUITE 200
LEHI, UT 84043
(801) 756-7303

0 40 80 160 240
SCALE: 1"= 80'

berg CIVIL ENGINEERING
1018 N Deer Crest Lane
Alpine Ut, 84004
office (801) 492-1277
cell (801) 616-1677

REVISIONS

NO.	DATE	DESCRIPTION
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SEAL
STATE OF UTAH
KENNETH R. BERG
343602
10/14/2025
PROFESSIONAL ENGINEER

ACTION	DATE
PRELIM	10/14/2025

PROJECT

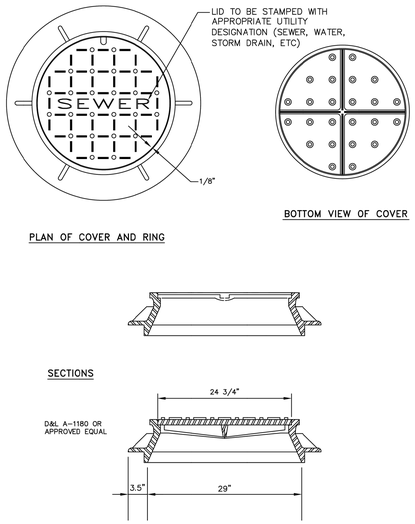
SMOOTH CANYON PHASE 2

DESCRIPTION

PRELIMINARY PLAN

SHEET NAME	SHEET NUMBER
SWPPP	C7

C:\users\kenberg\onedrive\berg civil\2025\all projects\2025 projects\smooth canyon\2nd_ph\smooth canyon 2nd_ph.dwg, 10/14/2025 3:47:17 PM, kenberg



HEAVY DUTY, 400 LB. MINIMUM, MANHOLE RING AND COVER

N.T.S.

STATEMENT OF USE

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REVISION

NO.	BY	APRV.	DATE

ALPINE 1850

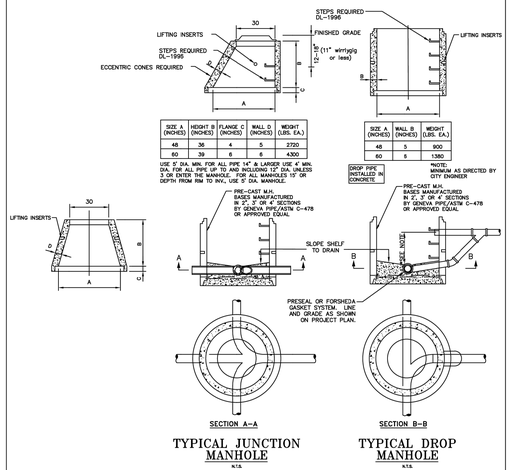
CAD FILE: S:\ENGINEERING\STANDARDS & STANDARD SPECIFICATIONS\2025 SPECIFICATIONS AND DRAWINGS\2025 CITY SPEC & DETAILS_DETAILS\MANHOLE RING TYPICAL.DWG

ALPINE CITY
20 NORTH MAIN
ALPINE, UT 84004

MANHOLE RING & COVER (typical)

STANDARD DRAWING NUMBER: 16

PLOT SCALE:	N.T.S.
DRAWN BY:	WJM
DESIGN BY:	
CHECKED BY:	
ADOPTED DATE:	4/14/04



TYPICAL JUNCTION MANHOLE

N.T.S.

TYPICAL DROP MANHOLE

N.T.S.

NOTE: USE OF DROP MANHOLES REQUIRES APPROVAL OF CITY ENGINEER AND PUBLIC WORKS DIRECTOR. FOR ALL OTHER SPECIFICATIONS, SEE APWA.

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REVISION

NO.	BY	APRV.	DATE

ALPINE 1850

CAD FILE: S:\ENGINEERING\STANDARDS & STANDARD SPECIFICATIONS\2025 SPECIFICATIONS AND DRAWINGS\2025 CITY SPEC & DETAILS_DETAILS\MANHOLE TYPICAL.DWG

ALPINE CITY
20 NORTH MAIN
ALPINE, UT 84004

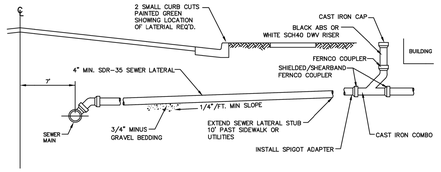
SEWER MANHOLE (TYPICAL)

STANDARD DRAWING NUMBER: 17

PLOT SCALE:	N.T.S.
DRAWN BY:	WJM
DESIGN BY:	
CHECKED BY:	
ADOPTED DATE:	4/14/04

NOTES:

1. A CLEANOUT IS REQUIRED NEXT TO THE BUILDING.
2. ADDITIONAL CLEANOUTS REQUIRED BETWEEN THE BUILDING AND SEWER MAIN AT MAXIMUM 100 FOOT INTERVALS.
3. THE COMBO SHALL CONSIST OF CAST IRON, ABS MATERIAL (OR WHITE SCH40 DWV) FOR RISER.
4. FERNCO COUPLERS (AS SHOWN) SHALL BE USED WHEN CONNECTING CAST IRON TO RISER OR SDR-35 LATERAL PIPE.
5. ALL CLEANOUTS SHALL HAVE CAST IRON CAPS.
6. ALL SEWER LATERALS SHALL BE SDR-35 PIPE, BEING LAID WITH THE BELL END OF THE PIPE IN THE UP HILL DIRECTION.
7. ALL SEWER LATERALS SHALL BE BEDDED WITH 3/4" MINUS GRAVEL.
8. BACKFILL MATERIAL SHALL BE ENGINEERED FILL WITHIN CITY RIGHT OF WAYS, AS CLASSIFIED IN ALPINE CITY STANDARDS AND SPECIFICATIONS.
9. BACKFILL MATERIAL AROUND PIPE SHALL BE COMPACTED TO 95% OF DENSITY AS MEASURED BY AASHTO T-99.
10. SEWER LATERAL MUST BE INSPECTED BY AN AUTHORIZED REPRESENTATIVE OF THE CITY PRIOR TO BACKFILLING TRENCH.
11. A 'IE SKETCH SHOWING THE LOCATION OF ALL SEWER LATERALS MUST BE SUBMITTED TO THE CITY.
12. THE CITY SHALL BE NOTIFIED 24 HOURS PRIOR TO WHEN A SEWER LATERAL INSPECTION IS NEEDED.
13. ALL APPROPRIATE EXCAVATION PERMITS MUST BE OBTAINED FROM THE CITY AND OTHER AGENCY PRIOR TO ANY EXCAVATION.
14. ALL APPROPRIATE IMPACT FEES MUST BE PAID PRIOR TO CONNECTING TO THE SEWER.
15. MARK END OF LATERAL STUB WITH 2x4 POST PAINTED GREEN. ALL OTHER MARKERS MUST BE PRE-APPROVED PRIOR TO USE.



TYPICAL SEWER SERVICE CONN.

N.T.S.

STATEMENT OF USE

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REVISION

NO.	BY	APRV.	DATE

ALPINE 1850

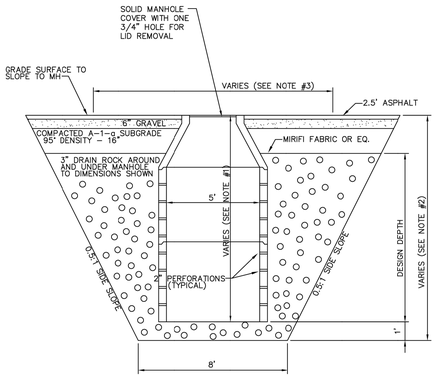
CAD FILE: S:\ENGINEERING\STANDARDS & STANDARD SPECIFICATIONS\2025 SPECIFICATIONS AND DRAWINGS\2025 CITY SPEC & DETAILS_DETAILS\SEWER CONNECTION

ALPINE CITY
20 NORTH MAIN
ALPINE, UT 84004

TYPICAL SEWER SERVICE CONN.

STANDARD DRAWING NUMBER: 17a

PLOT SCALE:	N.T.S.
DRAWN BY:	WJM
DESIGN BY:	
CHECKED BY:	
ADOPTED DATE:	4/14/04



NOTES:
#1. DESIGN DEPTH + 2'
#2. DESIGN DEPTH + 3'
#3. DESIGN DEPTH + 11'

STORM DRAINAGE SUMP

N.T.S.

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ALPINE 1850

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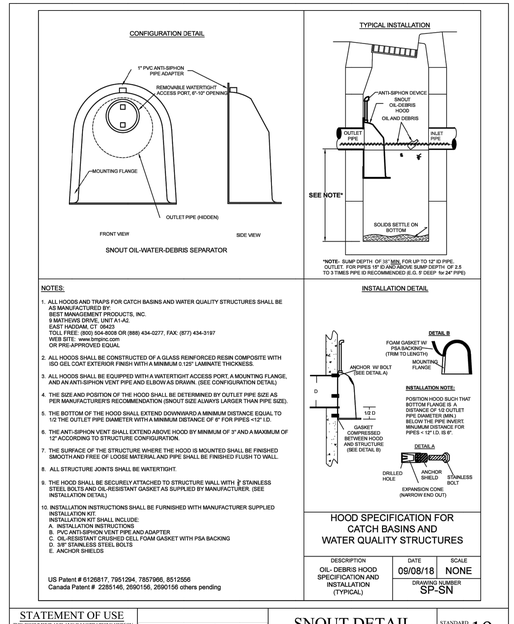
ALPINE CITY
20 NORTH MAIN
ALPINE, UT 84004

TYPICAL STORM DRAINAGE SUMP

STANDARD DRAWING NUMBER: 18

PLOT SCALE:	N.T.S.
DRAWN BY:	WJM
DESIGN BY:	
CHECKED BY:	
ADOPTED DATE:	4/14/04



NOTES:

1. ALL HOODS AND TRAPS FOR CATCH BASINS AND WATER QUALITY STRUCTURES SHALL BE AS MANUFACTURED BY: BEST MANAGEMENT PRODUCTS, INC. 9 MATHEWS DRIVE, UNIT A1-A2. EAST HADDAM, CT 06423 TOLL FREE: (800) 504-8008 OR (888) 434-0277, FAX: (877) 434-3197 OR APPROVED EQUAL OR PRE-APPROVED EQUAL
2. ALL HOODS SHALL BE CONSTRUCTED OF A GLASS REINFORCED RESIN COMPOSITE WITH ISO GEL COAT EXTERIOR FINISH WITH A MINIMUM 0.125" LAMINATE THICKNESS.
3. ALL HOODS SHALL BE EQUIPPED WITH A WATERTIGHT ACCESS PORT, A MOUNTING FLANGE, AND AN ANTI-SIPHON VENT PIPE AND ELBOW AS DRAWN. (SEE CONFIGURATION DETAIL)
4. THE SIZE AND POSITION OF THE HOOD SHALL BE DETERMINED BY OUTLET PIPE SIZE AS PER MANUFACTURER'S RECOMMENDATION (SNOUT SIZE ALWAYS LARGER THAN PIPE SIZE).
5. THE BOTTOM OF THE HOOD SHALL EXTEND DOWNWARD A MINIMUM DISTANCE EQUAL TO 1/2 THE OUTLET PIPE DIAMETER WITH A MINIMUM DISTANCE OF 6" FOR PIPES <12" I.D.
6. THE ANTI-SIPHON VENT SHALL EXTEND ABOVE HOOD BY MINIMUM OF 3" AND A MAXIMUM OF 12" ACCORDING TO STRUCTURE CONFIGURATION.
7. THE SURFACE OF THE STRUCTURE WHERE THE HOOD IS MOUNTED SHALL BE FINISHED SMOOTH AND FREE OF LOOSE MATERIAL AND PIPE SHALL BE FINISHED FLUSH TO WALL.
8. ALL STRUCTURE JOINTS SHALL BE WATERTIGHT.
9. THE HOOD SHALL BE SECURELY ATTACHED TO STRUCTURE WALL WITH 2 STAINLESS STEEL BOLTS AND OIL-RESISTANT GASKET AS SUPPLIED BY MANUFACTURER. (SEE INSTALLATION DETAIL)
10. INSTALLATION INSTRUCTIONS SHALL BE FURNISHED WITH MANUFACTURER SUPPLIED INSTALLATION KIT.
    INSTALLATION KIT SHALL INCLUDE:
    A. INSTALLATION INSTRUCTIONS
    B. PVC ANTI-SIPHON VENT PIPE AND ADAPTER
    C. OIL-RESISTANT CRUSHED CELL FOAM GASKET WITH PSA BACKING
    D. 3/8" STAINLESS STEEL BOLTS
    E. ANCHOR SHIELDS

US Patent # 61226817, 7951294, 7857966, 8512556
Canada Patent # 2285146, 2690156, 2690156 others pending

INSTALLATION DETAIL

HOOD SPECIFICATION FOR CATCH BASINS AND WATER QUALITY STRUCTURES

DESCRIPTION	DATE	SCALE
OIL - DEBRIS HOOD SPECIFICATION AND INSTALLATION (TYPICAL)	09/08/18	NONE
	DRAWING NUMBER:	SP-SN

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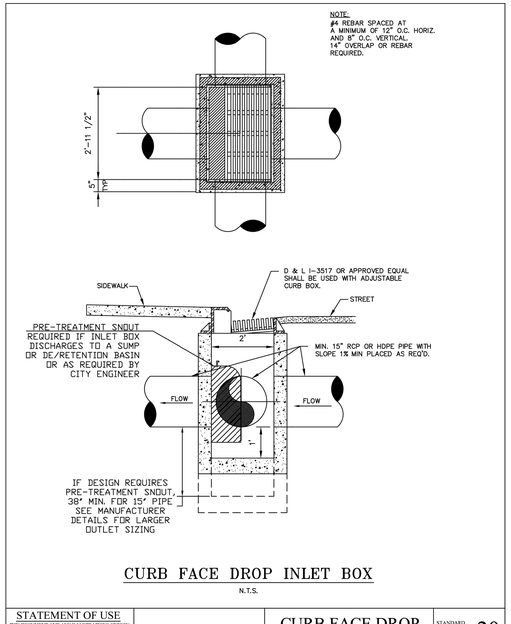
ALPINE CITY
20 NORTH MAIN
ALPINE, UT 84004

SNOUT DETAIL (Typical)

STANDARD DRAWING NUMBER: 19a

PLOT SCALE:	N.T.S.
DRAWN BY:	WJM
DESIGN BY:	
CHECKED BY:	
ADOPTED DATE:	4/14/04



CURB FACE DROP INLET BOX

N.T.S.

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ALPINE CITY
20 NORTH MAIN
ALPINE, UT 84004

CURB FACE DROP INLET BOX (Typical)

STANDARD DRAWING NUMBER: 20

PLOT SCALE:	N.T.S.
DRAWN BY:	WJM
DESIGN BY:	
CHECKED BY:	
ADOPTED DATE:	4/14/04

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NOTICE!

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION, PROTECTION, AND RESTORATION OF ALL BURIED OR ABOVE GROUND UTILITIES, SHOWN OR NOT SHOWN ON THE PLANS.

DEVELOPMENT

SMOOTH CANYON PHASE 2

DEVELOPER

PATTERSON HOMES
www.phutah.com

3450 N TRIUMPH BLVD SUITE 200
LEHI, UT 84043
(801) 756-7303

N

0 40 80 160 240

SCALE: 1"= 80'

berg
CIVIL ENGINEERING
1018 N Deer Crest Lane
Alpine Ut, 84004
office (801) 492-1277
cell (801) 616-1677

REVISIONS

NO.	DATE	DESCRIPTION
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7		

SEAL

STATE OF UTAH
R. R. Berg
343602
PROFESSIONAL ENGINEER
10/14/2025

ACTION	DATE
PRELIM	10/14/2025

PROJECT

SMOOTH CANYON PHASE 2

DESCRIPTION

PRELIMINARY PLAN

SHEET NAME	SHEET NUMBER
DETAILS	DTL1

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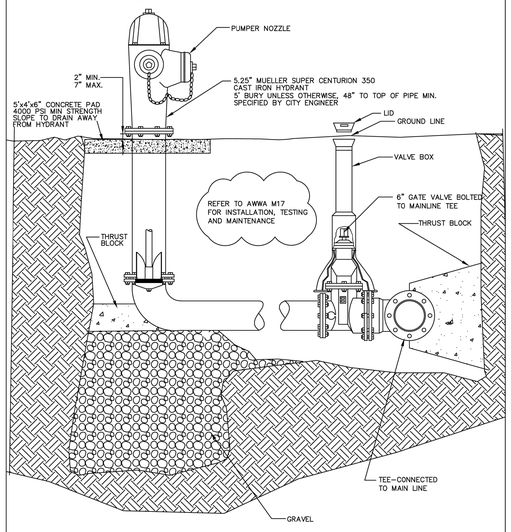
FIRE HYDRANTS REQUIRE 3-FEET MINIMUM CLEARANCE FOR OPERATION, THIS INCLUDES DRIVEWAYS



STANDARD FIRE HYDRANT DETAIL

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ALPINE 1850

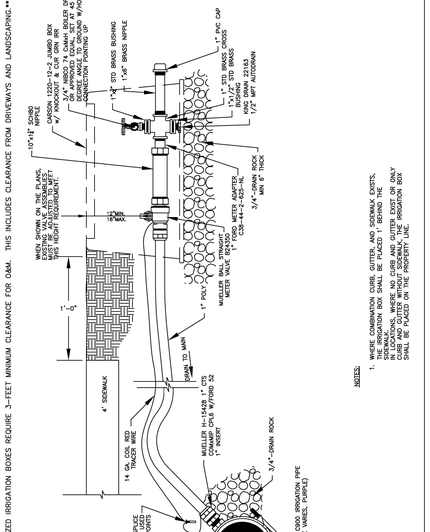
TYPICAL FIRE HYDRANT

ALPINE CITY
20 NORTH MAIN
ALPINE, UT 84004

STANDARD DRAWING NUMBER: 23

PLOT SCALE:	N.T.S.
DRAWN BY:	WJM
DESIGN BY:	
CHECKED BY:	
ADOPTED DATE:	4/1456

PRESSURIZED IRRIGATION BOXES REQUIRE 3-FEET MINIMUM CLEARANCE FOR O&M. THIS INCLUDES CLEARANCE FROM DRIVEWAYS AND LANDSCAPING.



NOTES:

1. WHERE COMBINATION CURB, GUTTER, AND SIDEWALK EXISTS, THE IRRIGATION BOX SHALL BE PLACED BEHIND THE SIDEWALK. WHERE NO CURB AND GUTTER EXIST OR ONLY CURB AND GUTTER WITHOUT SIDEWALK, THE IRRIGATION BOX SHALL BE PLACED ON THE PROPERTY LINE.

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ALPINE 1850

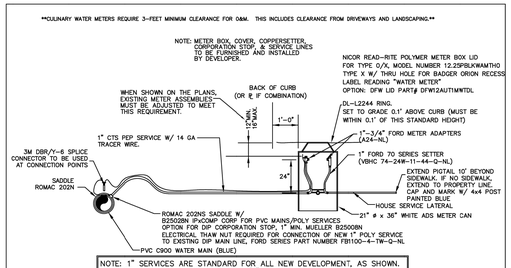
Pressurized Irrigation Distribution System

ALPINE CITY
20 NORTH MAIN
ALPINE, UT 84004

STANDARD DRAWING NUMBER: 24

PLOT SCALE:	N.T.S.
DRAWN BY:	B.D.B.
DESIGN BY:	
CHECKED BY:	
ADOPTED DATE:	8/1656

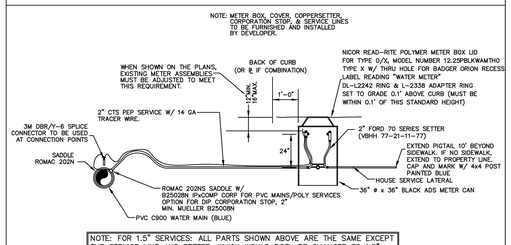
CULINARY WATER METERS REQUIRE 3-FEET MINIMUM CLEARANCE FOR O&M. THIS INCLUDES CLEARANCE FROM DRIVEWAYS AND LANDSCAPING.



NOTE: 1" SERVICES ARE STANDARD FOR ALL NEW DEVELOPMENT, AS SHOWN. REPLACEMENT PARTS FOR EXISTING 3/4" SERVICES CONSISTS OF: 3/4" FORD SERIES SETTER - VBHC72-24W-11-33-NL, CORPS ARE THE SAME PART NUMBERS, SPECIFIED AS 3/4" INSTEAD OF 1"

3/4" & 1" WATER SERVICE CONNECTIONS

N.T.S.



NOTE: FOR 1.5" SERVICES- ALL PARTS SHOWN ABOVE ARE THE SAME EXCEPT THE SERVICE LINE AND SETTER, WHICH WOULD BOTH BE CHANGED TO 1.5"

1.5" & 2" WATER SERVICE CONNECTIONS

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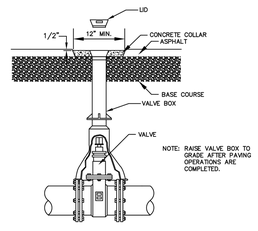
ALPINE 1850

WATER SERVICE CONNECTION DETAIL

ALPINE CITY
20 NORTH MAIN
ALPINE, UT 84004

STANDARD DRAWING NUMBER: 27

PLOT SCALE:	N.T.S.
DRAWN BY:	WJM
DESIGN BY:	
CHECKED BY:	
ADOPTED DATE:	4/1456



VALVE BOX COLLAR DETAIL

N.T.S.

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ALPINE 1850

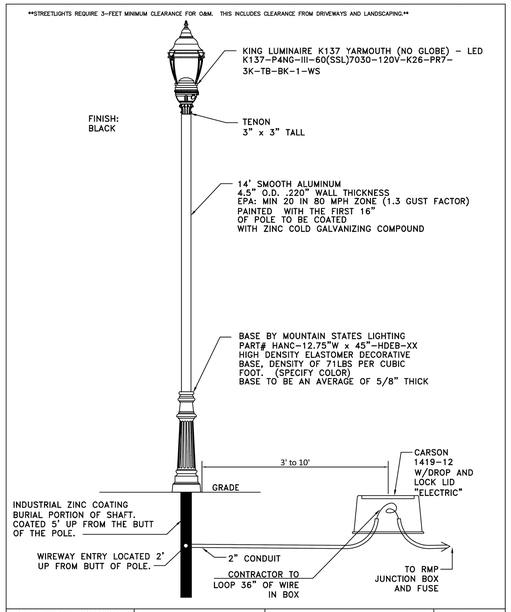
VALVE BOX DETAIL

ALPINE CITY
20 NORTH MAIN
ALPINE, UT 84004

STANDARD DRAWING NUMBER: 27a

PLOT SCALE:	N.T.S.
DRAWN BY:	WJM
DESIGN BY:	
CHECKED BY:	
ADOPTED DATE:	8/1656

STREETLIGHTS REQUIRE 3-FEET MINIMUM CLEARANCE FOR O&M. THIS INCLUDES CLEARANCE FROM DRIVEWAYS AND LANDSCAPING.



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ALPINE 1850

RESIDENTIAL STREET LIGHT

ALPINE CITY
20 NORTH MAIN
ALPINE, UT 84004

STANDARD DRAWING NUMBER: 31

PLOT SCALE:	N.T.S.
DRAWN BY:	WJM
DESIGN BY:	
CHECKED BY:	
ADOPTED DATE:	DRAFT

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NOTICE!

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DEVELOPMENT

SMOOTH CANYON PHASE 2

DEVELOPER

PATTERSON HOMES
www.phutah.com

3450 N TRIUMPH BLVD SUITE 200
LEHI, UT 84043
(801) 756-7303

N

0 40 80 160 240

SCALE: 1"= 80'

berg
CIVIL ENGINEERING
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Alpine Ut, 84004
office (801) 492-1277
cell (801) 616-1677

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SEAL

STATE OF UTAH
R. BUNDY
343602
10/14/2025
REGISTERED PROFESSIONAL ENGINEER

ACTION	DATE
PRELIM	10/14/2025

PROJECT

SMOOTH CANYON PHASE 2

DESCRIPTION

PRELIMINARY PLAN

SHEET NAME	SHEET NUMBER
DETAILS	DTL2

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ALPINE CITY PLANNING COMMISSION AGENDA

SUBJECT: Proposed Main Street & Gateway Corridor Master Plan Draft
FOR CONSIDERATION ON: March 31st, 2026
PETITIONER: City Staff
ACTION REQUESTED BY PETITIONER: Review & Make a Recommendation Regarding the 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.
Over the last several meetings, the Commission has reviewed the sections of the draft plan that pertain to the Planning Commission and Gateway Historic Committee. The following motions were made pertaining to each section:

- A motion was made by Michelle Schirmer and seconded by Troy Slade to recommend tabling **the Main Street Corridor Gateway Historic District Design Standards** until a future compilation, with the conditions that the building style be defined as Utah Historic Traditional and that secondary materials be removed, limiting allowed materials to red brick, wood, and black-framed windows. The motion passed unanimously, 6-0.
- Planning Commission member Troy Slade moved to recommend Tabling the **Implementation Matrix of the Main Street Gateway Corridor Small Area Plan,** with the recommendations proposed:
    - 1. Remove Map Priority View Corridors and replace it with: Preserve Open Space and Agricultural Views along Alpine Highway.
    - 2. Remove the first two lines in the Operations and Safety Section, Remove raised median by Mountainville Academy.
    - 3. Remove construction of a mini roundabout at 1st South and Main Street.
- MOTION: Planning Commission member Michelle Schirmer moved to Table the **Main Street & Gateway Corridor Master Plan: Traffic Management Plan** until a future meeting with these recommendations:
    - 1. Reduce Main Street speed to 25 mph.
    - 2. Temporary no left turn during school drop off and pick up.
    - 3. Use temporary bollards instead of a permanent median for traffic safety.
    - 4. No roundabout at 120 South.
    - 5. Lower Canyon Crest to 30 mph before adding other traffic calming measures.
    - 6. Prioritize Roundabout at Ridge Drive and Canyon Crest.
    - 7. Work with UDOT to lower speed on Alpine Highway.

- MOTION: Planning Commission member John MacKay moved to recommend Tabling **the proposed Main 13 Street & Gateway Corridor Master Plan** with these recommendations:
    - 1. Extend the residential area to the southeast area south of the roundabout.
    - 2. Remove any language that identifies mixed use residential/commercial in the field. That area should be used as a flex housing area for mixed use housing like senior housing, and smaller homes, 18 and extend the area farther to the north up to the Art Center.
    - 3. Preserve agricultural and open space as identified as linear park.
    - 4. Language not consistent with residential be deleted from the Character Areas of The Field.

Once the public hearing is again held tonight, any additional recommendations should be included in the motion to approve or deny the proposed draft to the City Council. Staff will send all the proposed changes to the Consultants for changes before a draft is heard by the City Council.

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.* (Policy1.4 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.

SAMPLE MOTIONS:

Motion to Recommend Approval

I move to recommend approval of the proposed Main Street & Gateway Corridor Master Plan Draft, incorporating the revisions and direction previously provided by the Planning Commission.

Motion to Recommend Approval with Conditions

I move to recommend approval of the proposed Main Street & Gateway Corridor Master Plan Draft with the following conditions:

*Insert Conditions

Motion to Recommend Denial

I move to recommend denial of the proposed Main Street & Gateway Corridor Master Plan Draft based on the following findings:

*Insert Findings

Motion to Recommend Tabling

I move to table the proposed Main Street & Gateway Corridor Master Plan Draft and continue the item to a future meeting, with direction to staff and the consultant team to incorporate the following changes:

*Insert Changes

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

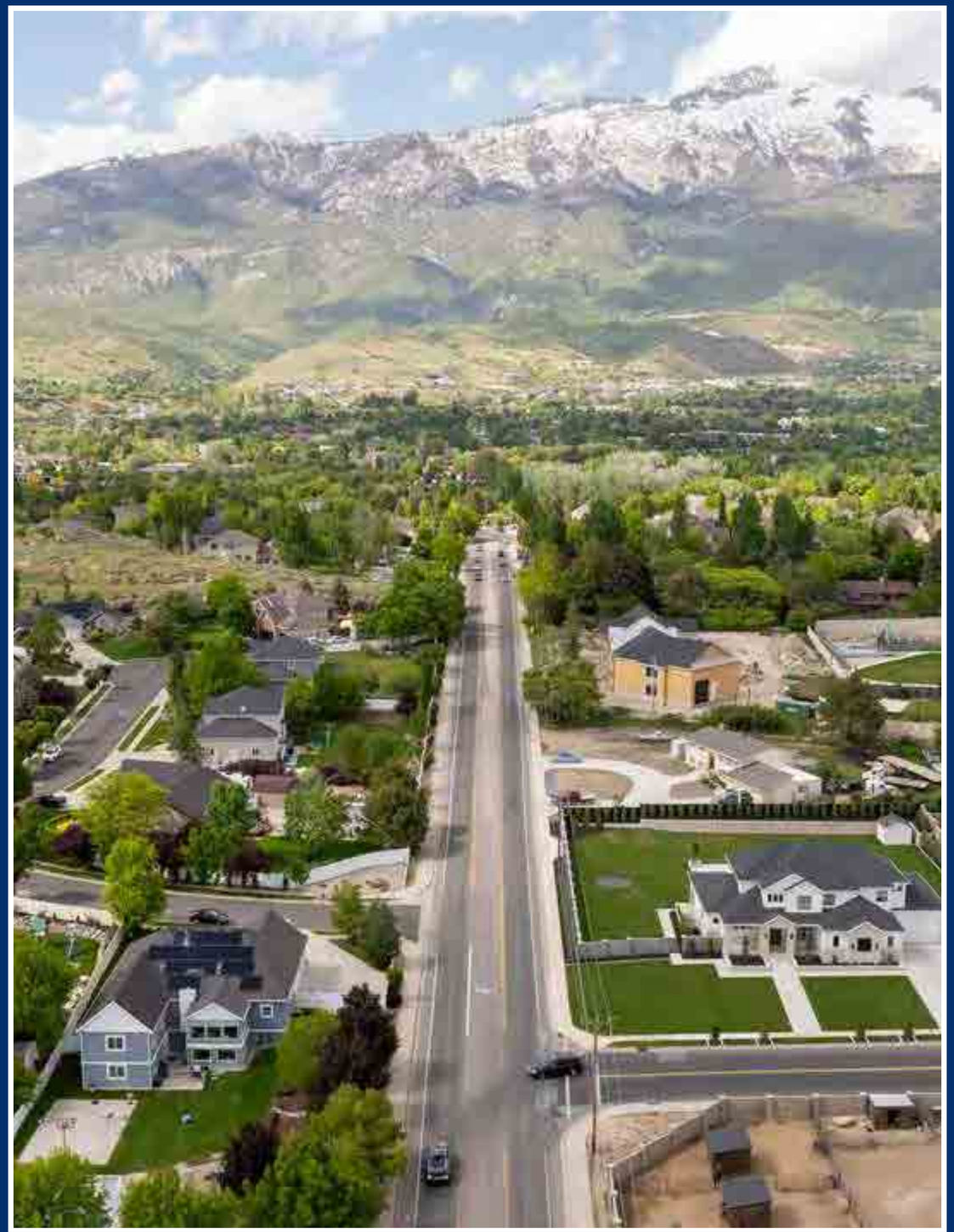
About the Design Guidelines Update 66

Design Guidelines Matrix 68

APPENDIX A - MARKET ANALYSIS MEMO 88

APPENDIX B - DESIGN GUIDELINES REVIEW MEMO 89

APPENDIX C - COMMUNITY PRIORITIES MEMO 90

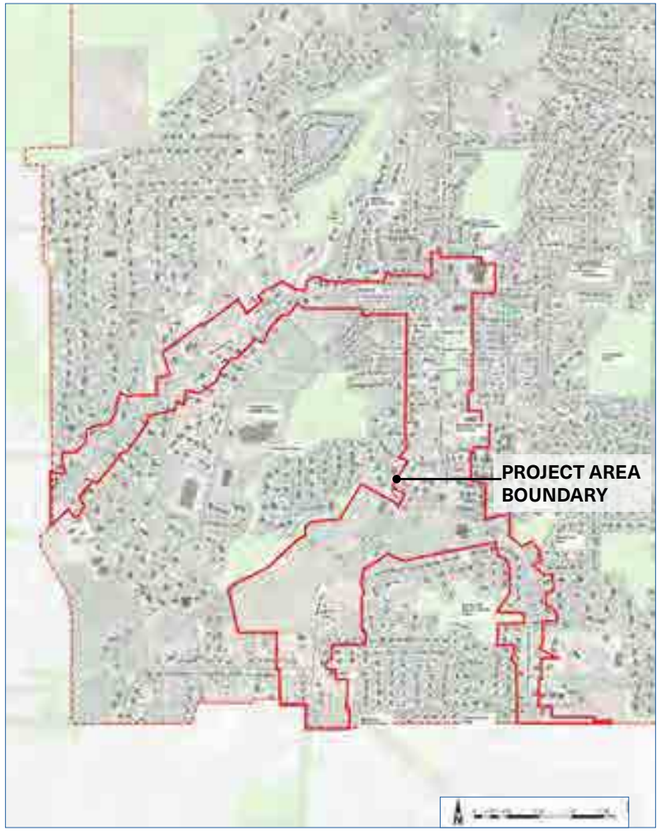


Aerial View of Alpine City

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 over arching 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.

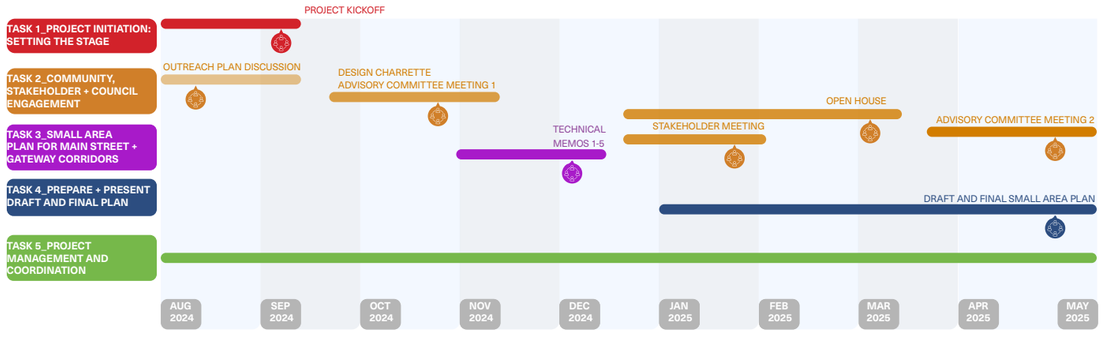
PROJECT PROCESS

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.

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.

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.

KEY TAKEAWAYS:

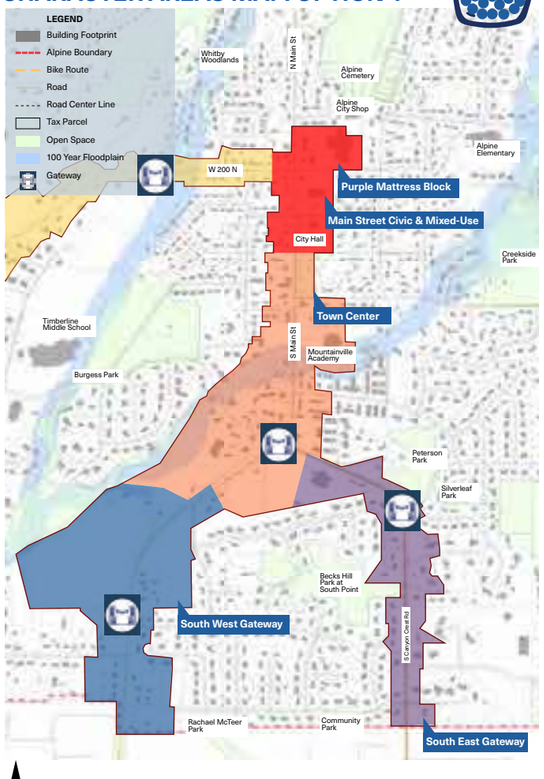
- Desire to reduce travel speeds to better reflect neighborhood context and improve safety for all users.
- Interest in a more balanced street design that maintains existing width while reallocating space for pedestrians, cyclists, and local access.
- Support for defining a stronger southern gateway 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

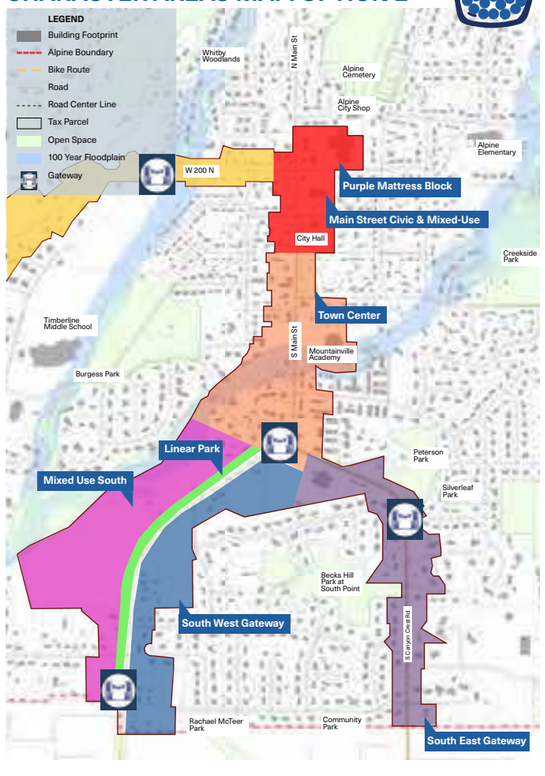
This second community engagement event held in March 2025 included an evening public presentation and a daytime Open House featuring informational boards that allowed community members to drop by, review materials, ask questions, and provide feedback directly to the team. This format encouraged broad 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.

CHARACTER AREAS MAP: OPTION 1



CHARACTER AREAS MAP: OPTION 2



N 0 0.04 0.18 0.27 Miles

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

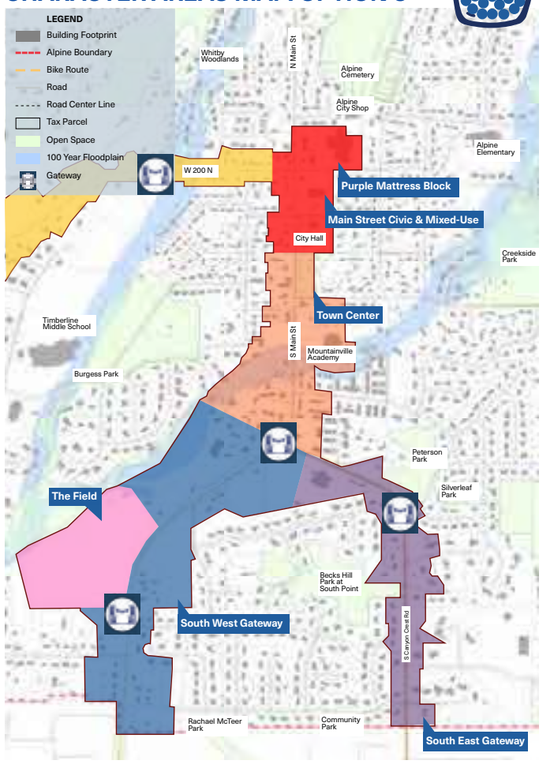
Option 1 delineated five distinct character areas responding to existing conditions, including the Main Street Civic & Mixed Use area as a transition zone, a Town Center as the commercial core, Southwest and Southeast Gateways that preserve agricultural character and pedestrian infrastructure, and a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

Library

Ice Rink

Bike Path

Disc Golf

Community Center

Tree Shade

Dog Park

Playground

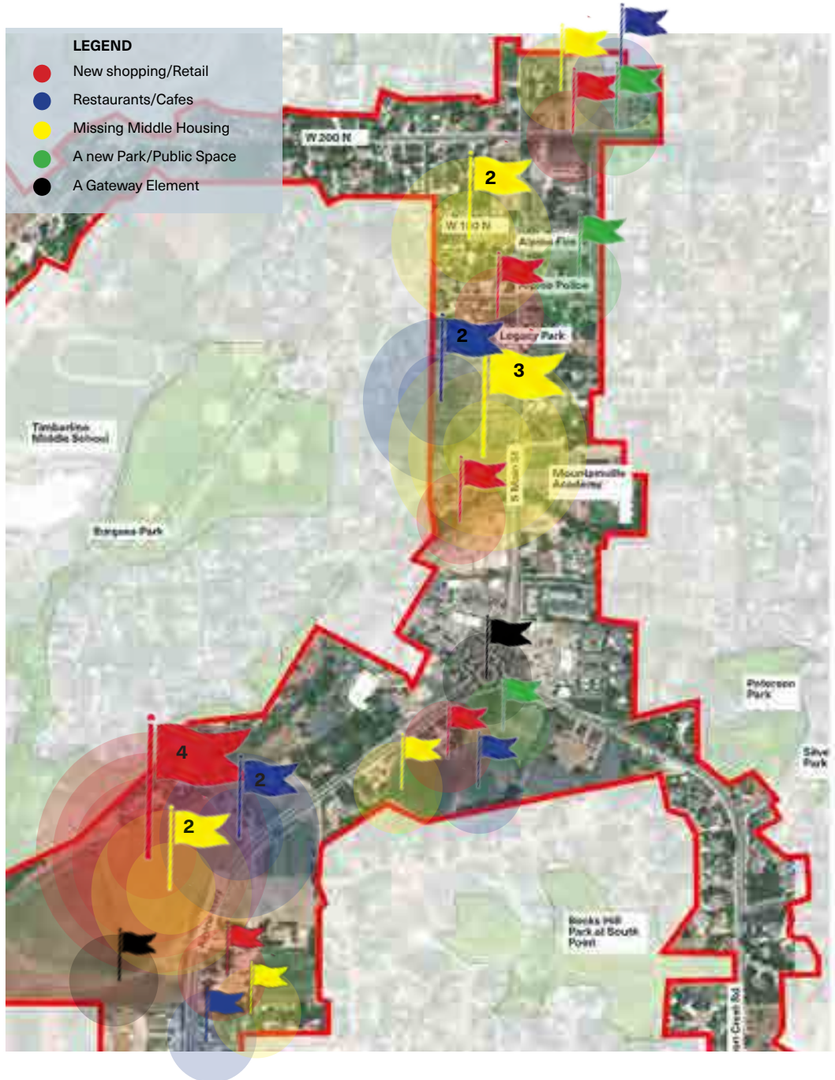
Nature Play

LEGEND

- Design Charrette
- Open House

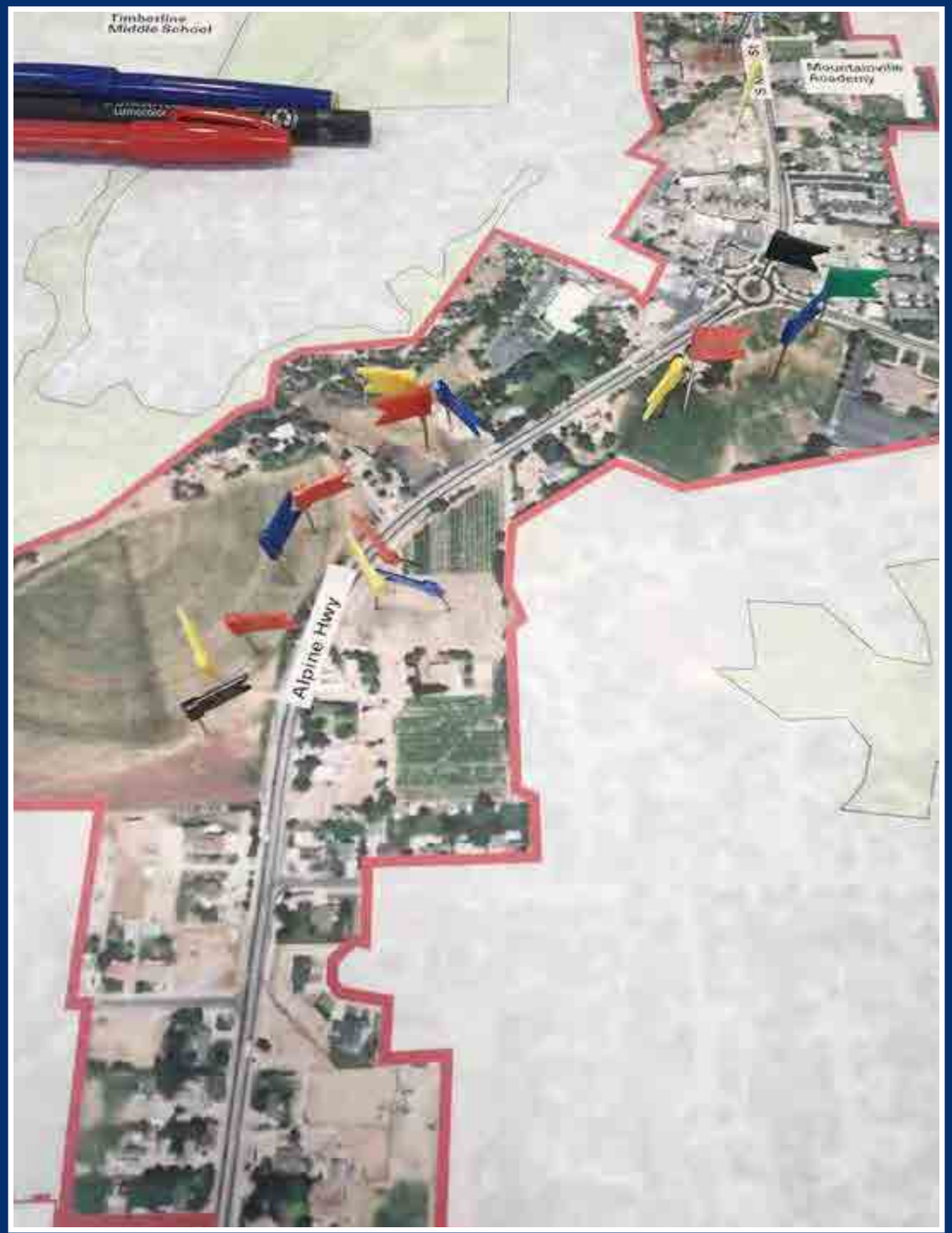
COMMUNITY PREFERENCES FOR PLACEMAKING AND PUBLIC SPACES

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.



Community Mapping Activity - Workshop 1

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.

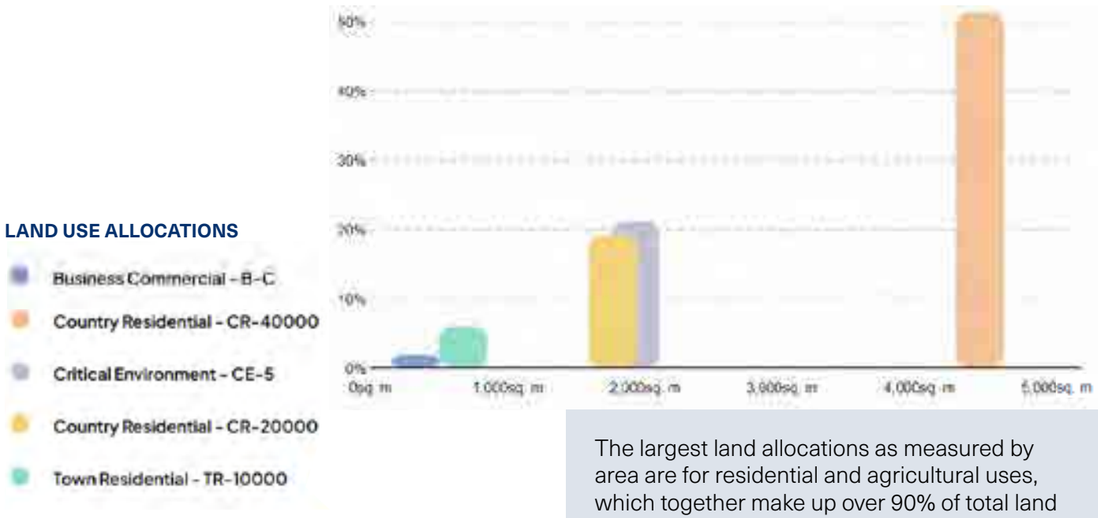
ACCESSORY AND MIXED USES:

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:

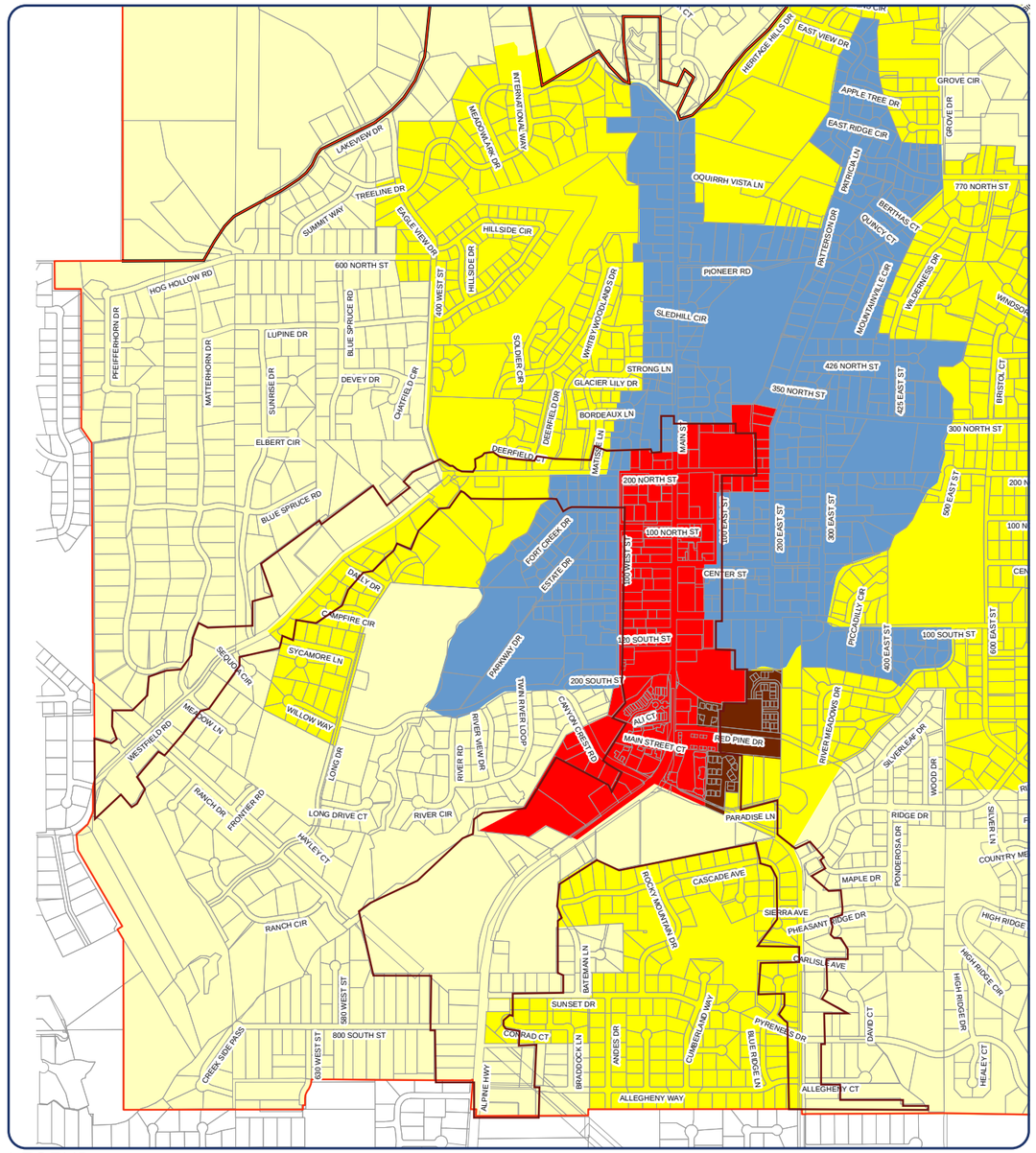
The TR-10,000 zone in Alpine City, Utah, is a Town Residential district with a minimum lot size of 10,000 square feet, front setbacks of 40 feet, rear setbacks of 10 feet, and side setbacks of 5 feet, designed for higher-density single-family residential development in the historic town center area.

LAND USE ALLOCATIONS



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

N 0 0.04 0.09 0.18 0.27 0.36 Miles

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.

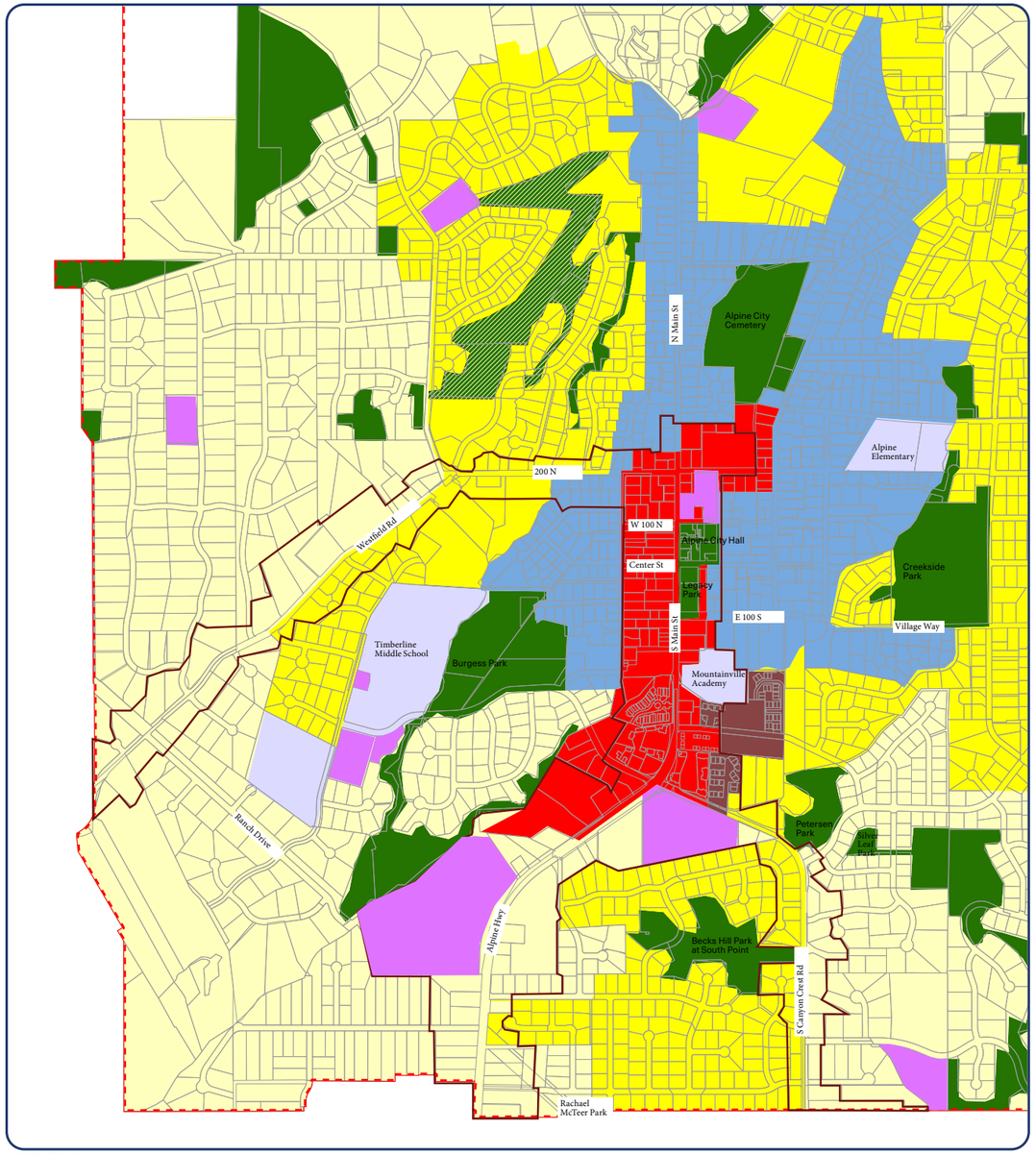
PRESERVED NATURAL FEATURES

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.

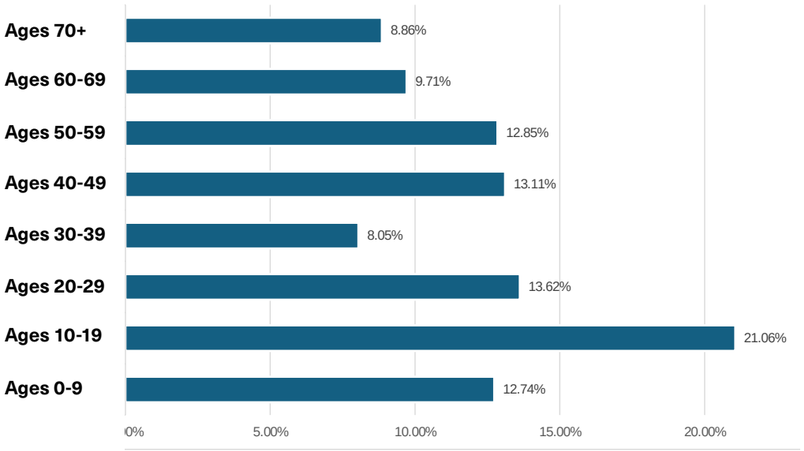
In summary, land use in Alpine goes far beyond regulatory zoning. It's about how land supports community life, rural heritage, outdoor living, low-density commerce, and environmental stewardship—all working together to define what makes Alpine unique.



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

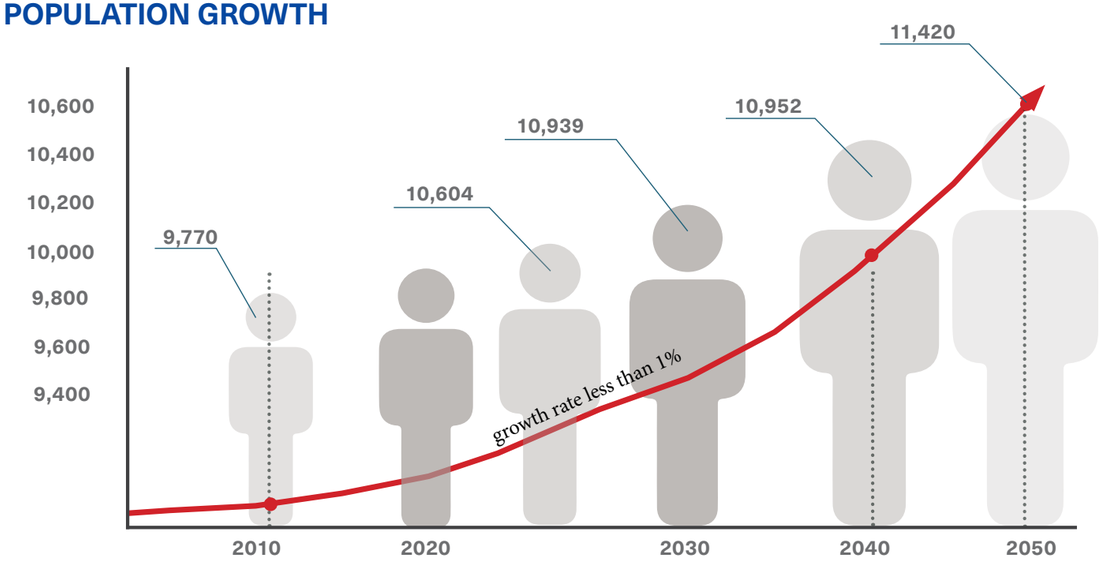
Alpine City's median household income is $168,392, significantly higher than Utah County's median of about $100,617 and the state median. This indicates a notably affluent community with strong purchasing power supporting upscale retail demand.

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)

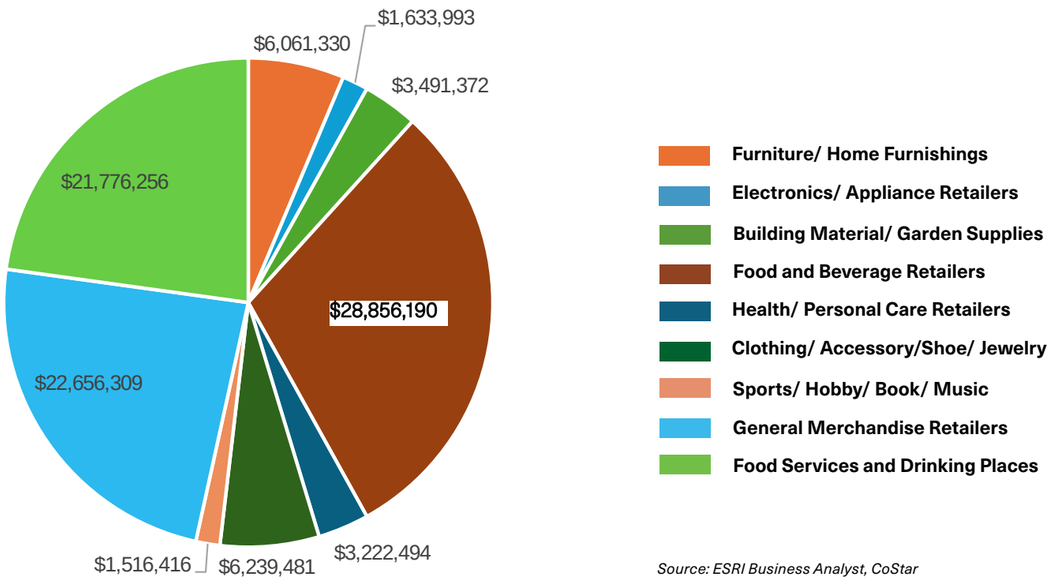
Based on standard capture rates, Alpine could reasonably support approximately 137,000 SF of retail space, demonstrating a strong capacity to absorb new retail development.

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.



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.

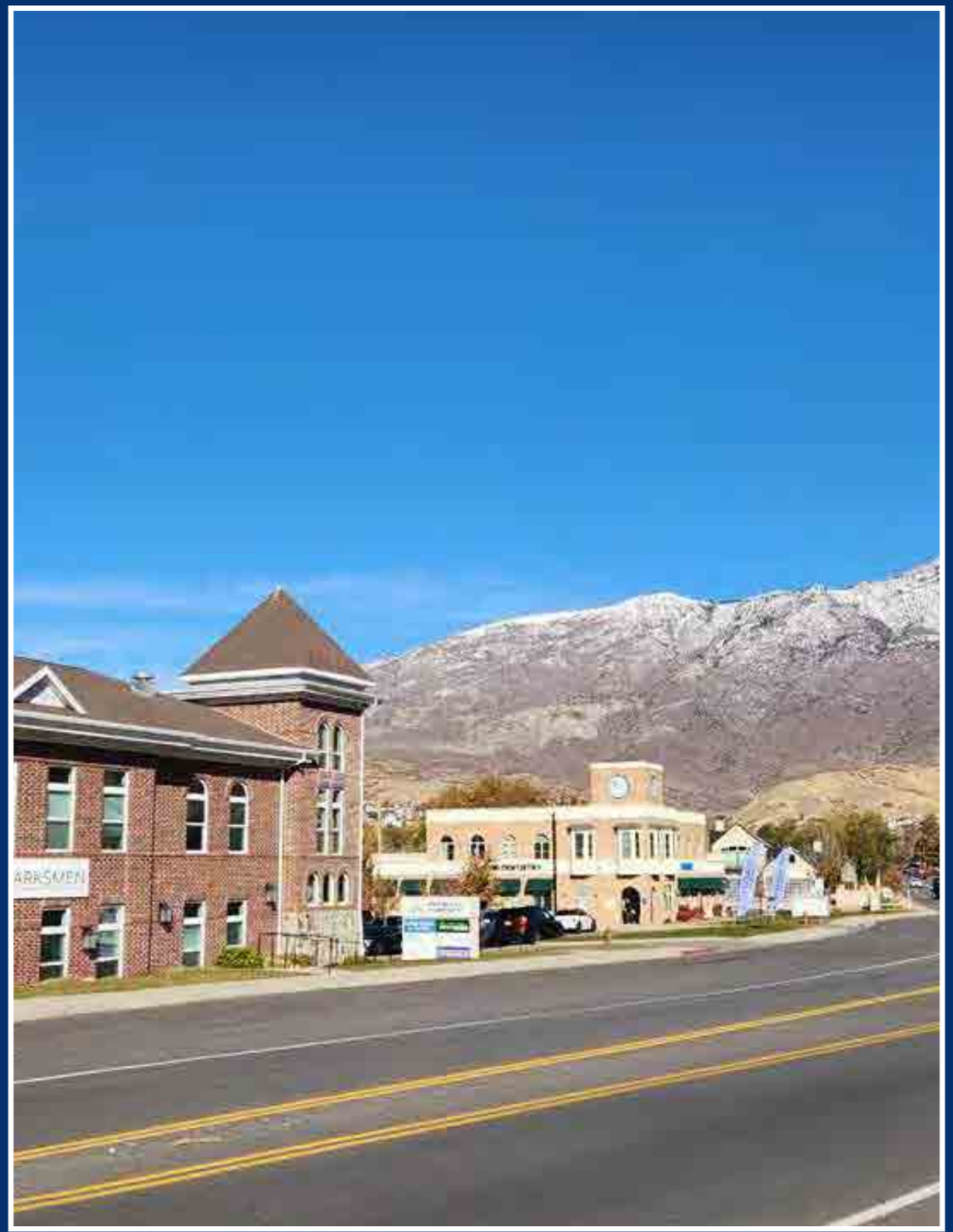
2. SOUTHWEST GATEWAY PARCELS

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



Aerial view of Alpine City looking toward S Main Street

ALPINE CITY MAIN STREET AND GATEWAY CORRIDORS SMALL AREA PLAN

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.

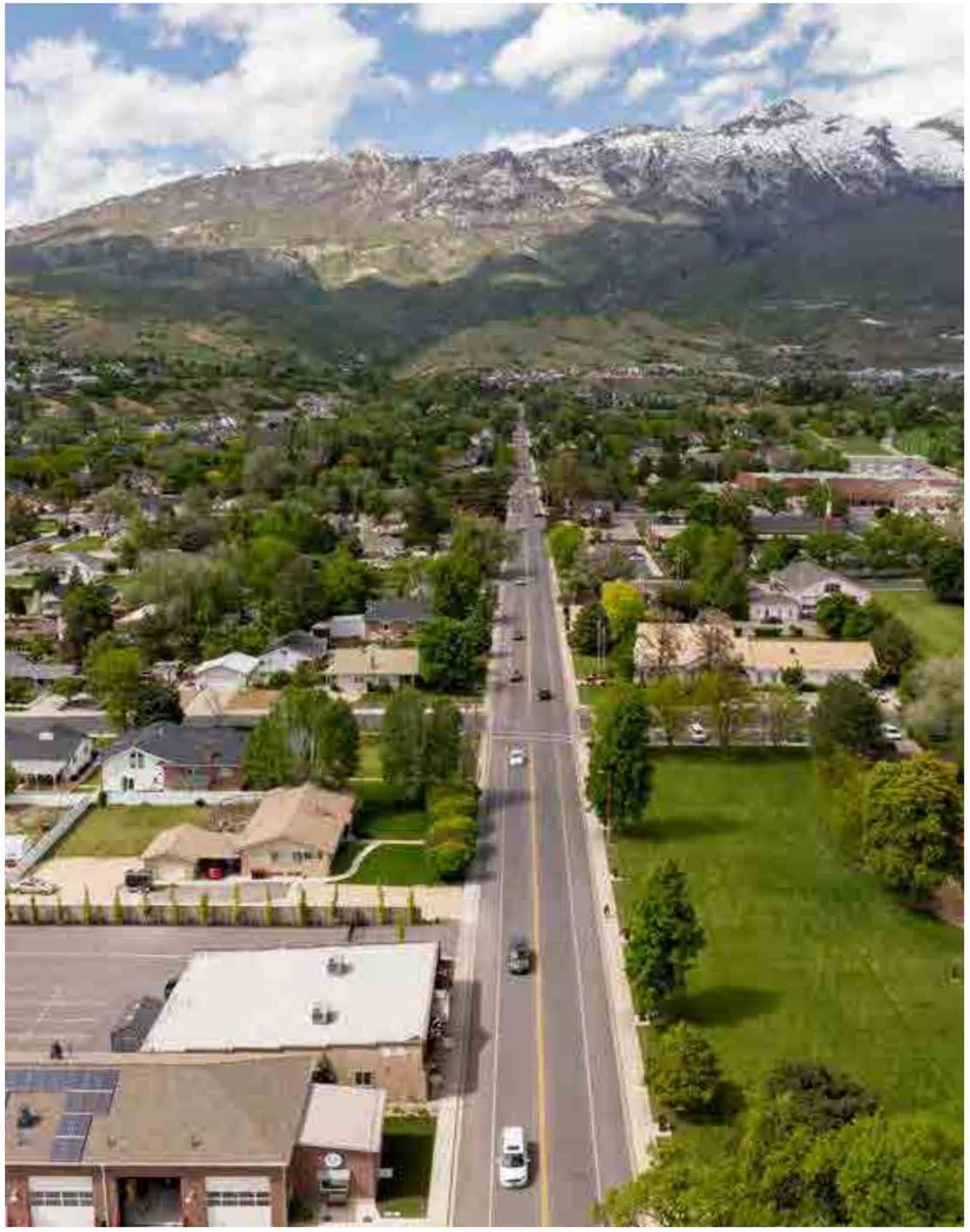
During Workshop 1, residents and stakeholders articulated a set of core community values that created the foundation for the plan's direction. These values emphasized protecting Alpine's historic and agricultural character, maintaining the small-town feel, promoting an active and outdoor-oriented lifestyle, 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.

CONTEXT-SENSITIVE DESIGN

WALKABILITY AND CONNECTIVITY

GATEWAY IDENTITY



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

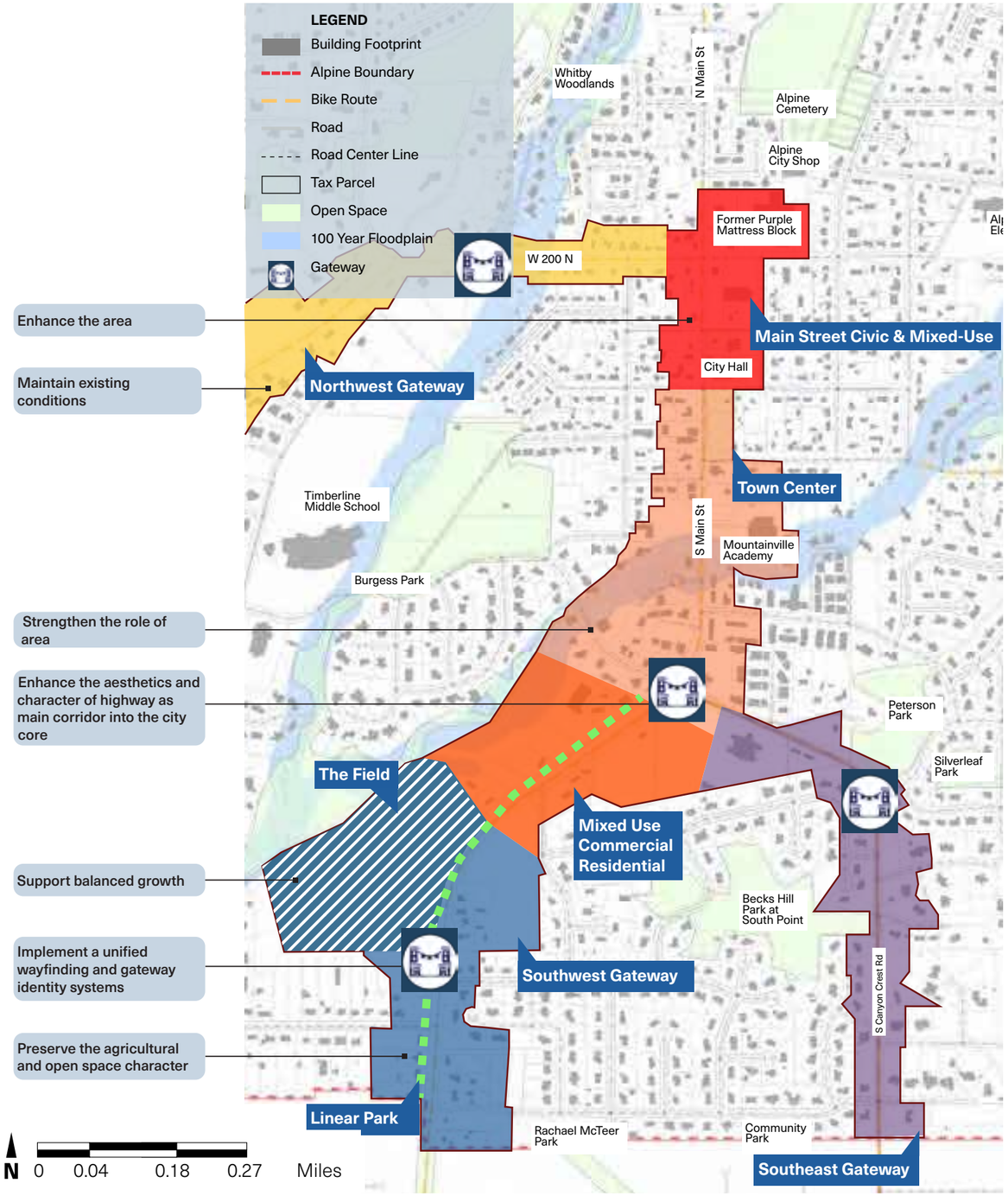
7. IMPLEMENT A UNIFIED WAYFINDING AND GATEWAY IDENTITY SYSTEM

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:

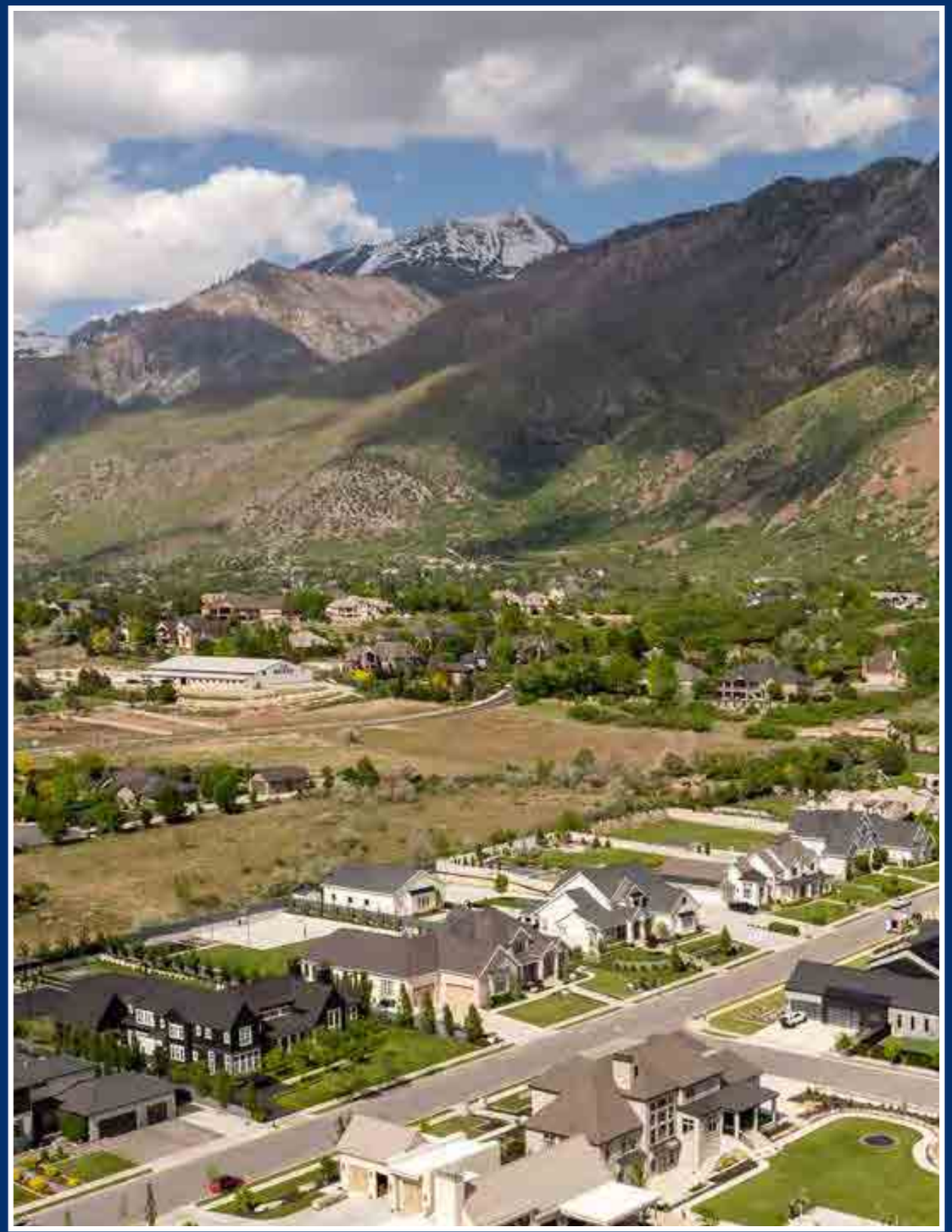
- Land Use Mix: Single-family residential, infill development that matches existing single-family scale; opportunities for townhomes and accessory dwelling units (ADUs).
- Built Form: Driveway to adjacent neighborhoods, homes oriented towards the street, garages minimized in front setbacks.
- Overall 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**

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

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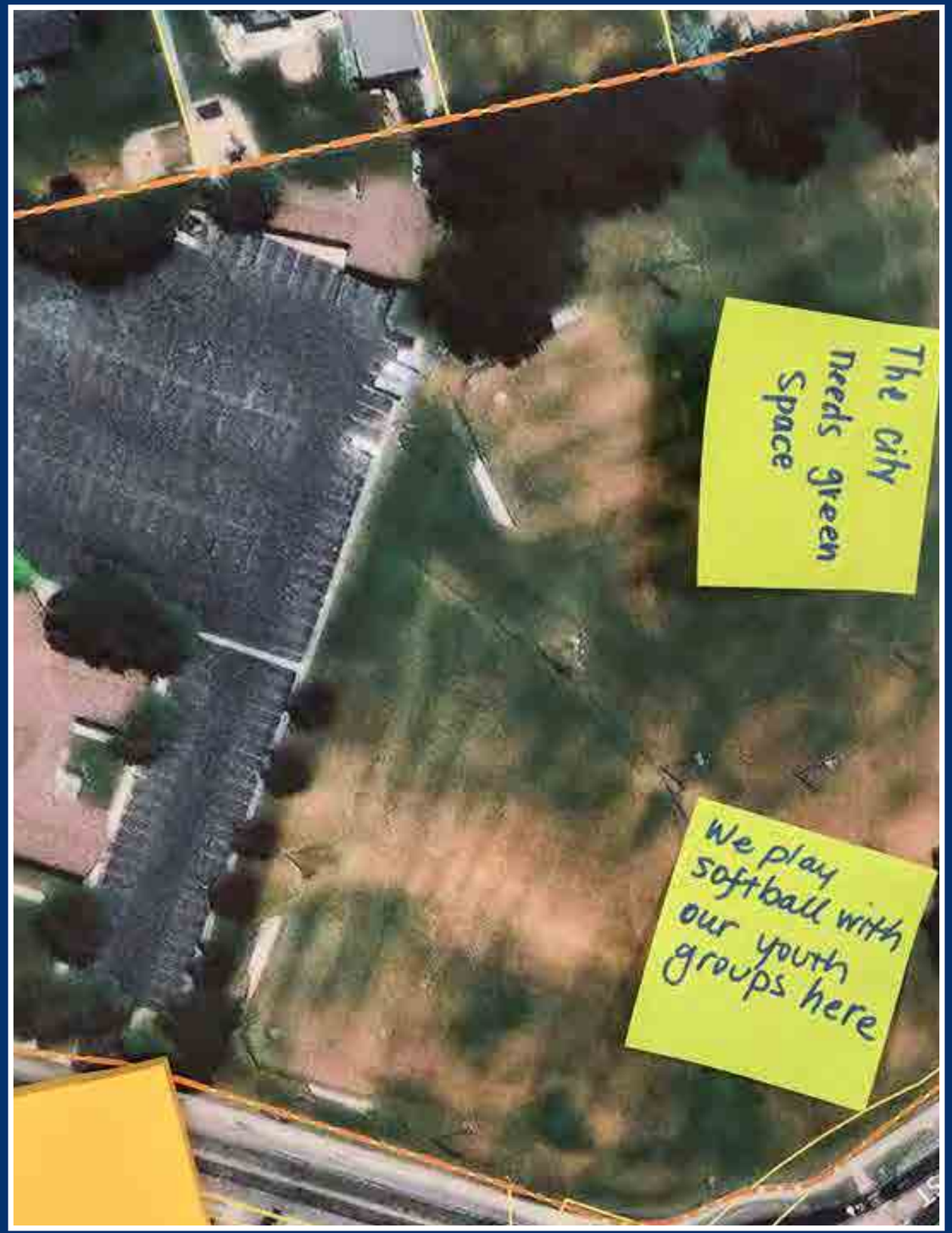


Workshop 1 Community Engagement

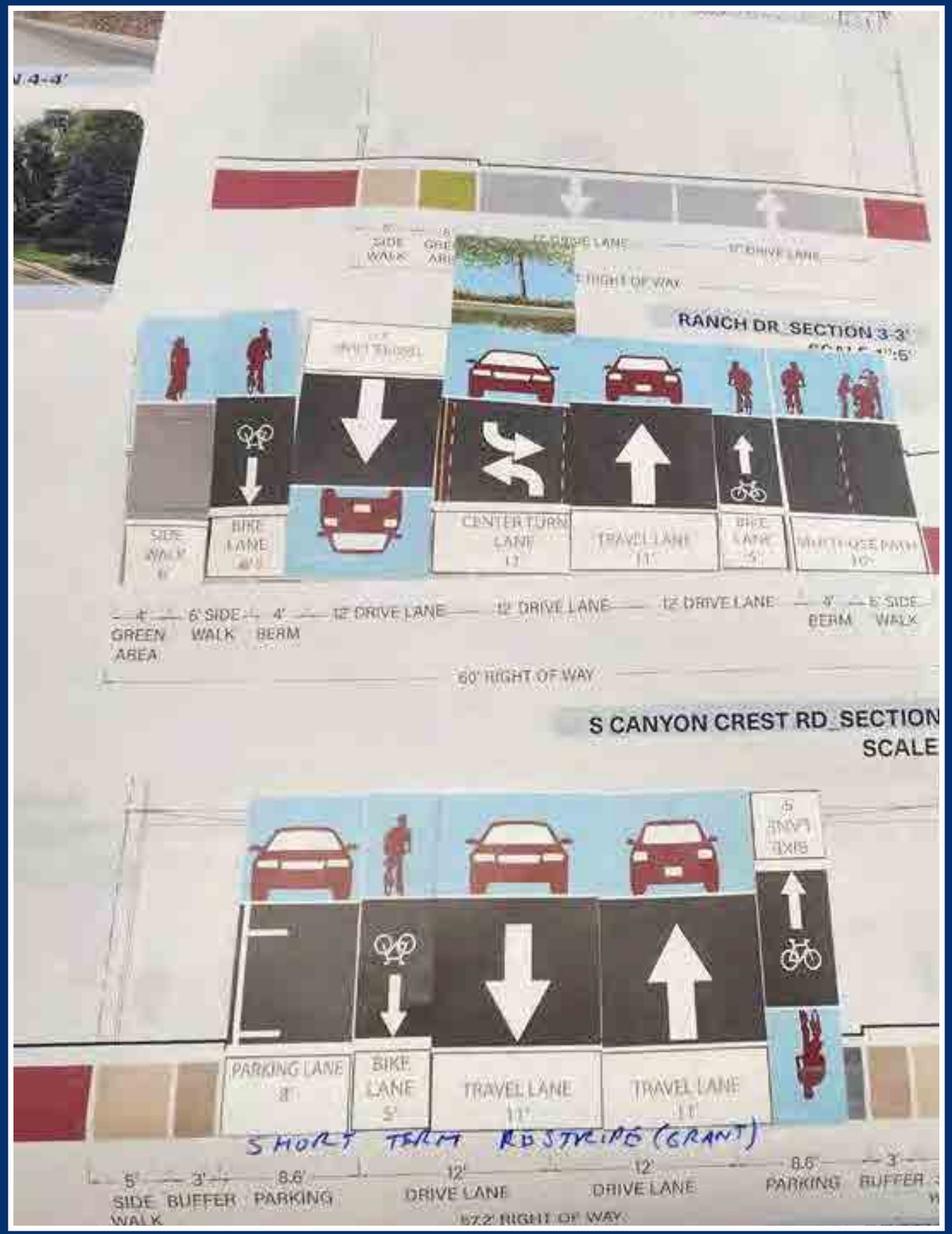
IMPLEMENTATION MATRIX

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**



Community Workshop 1 – "Re-Imagine the Right-of-Way"

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.

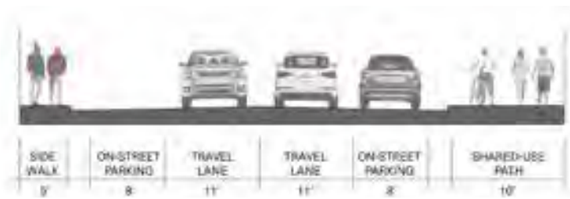
BICYCLE FACILITIES

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.

Maintain parking on east side by City Hall/ Park

MAIN STREET , ROUNDABOUT TO 200N (SHORT TERM)

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.



MAIN STREET , ROUNDABOUT TO 200N (LONG TERM)

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.

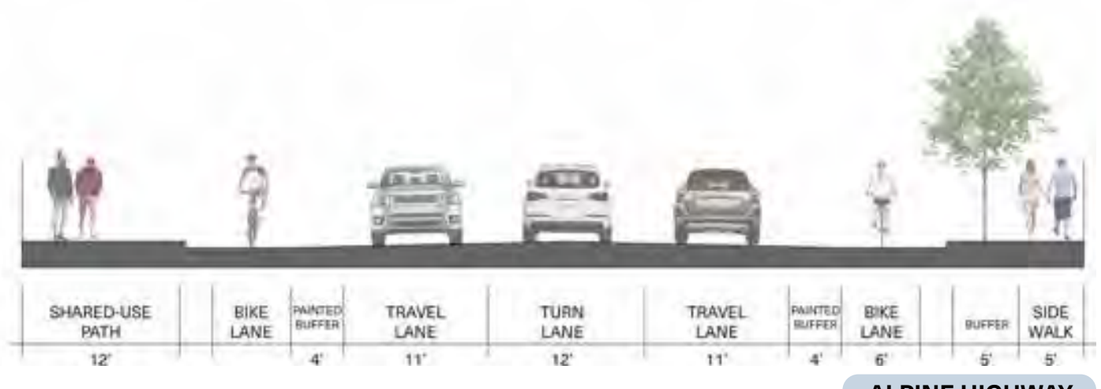
There are currently no marked pedestrian crosswalks across Alpine Highway, except the crosswalk at the existing roundabout. Additional marked crosswalks are recommended to assist pedestrians with crossing the street, as follows:

- 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.



ALPINE HIGHWAY

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.

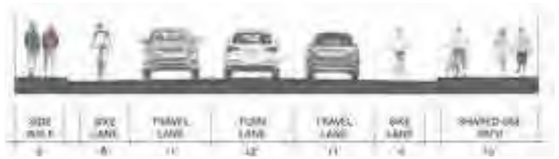
A sight distance study for the crosswalk at Ridge Drive is recommended. Ideally, the study would look at both the stopping sight distance for eastbound motorists to the crosswalk, as well as decision sight distance for pedestrians waiting to cross. At 35 miles per hour, the necessary stopping sight distance 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.



CANYON CREST ROAD

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.

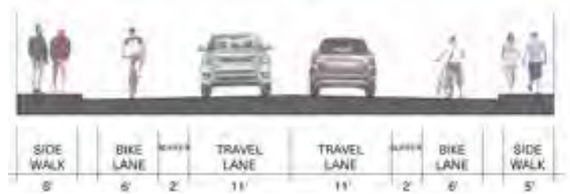
Roundabouts at the intersections of Canyon Crest Road with Ridge Drive and Healey Boulevard, as discussed above under intersection improvements, would be the most effective speed management tool for Canyon Crest Road. By design, roundabouts restrict speeds to approximately 15 to 20 miles per hour.

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.



WESTFIELD ROAD

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

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.

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.

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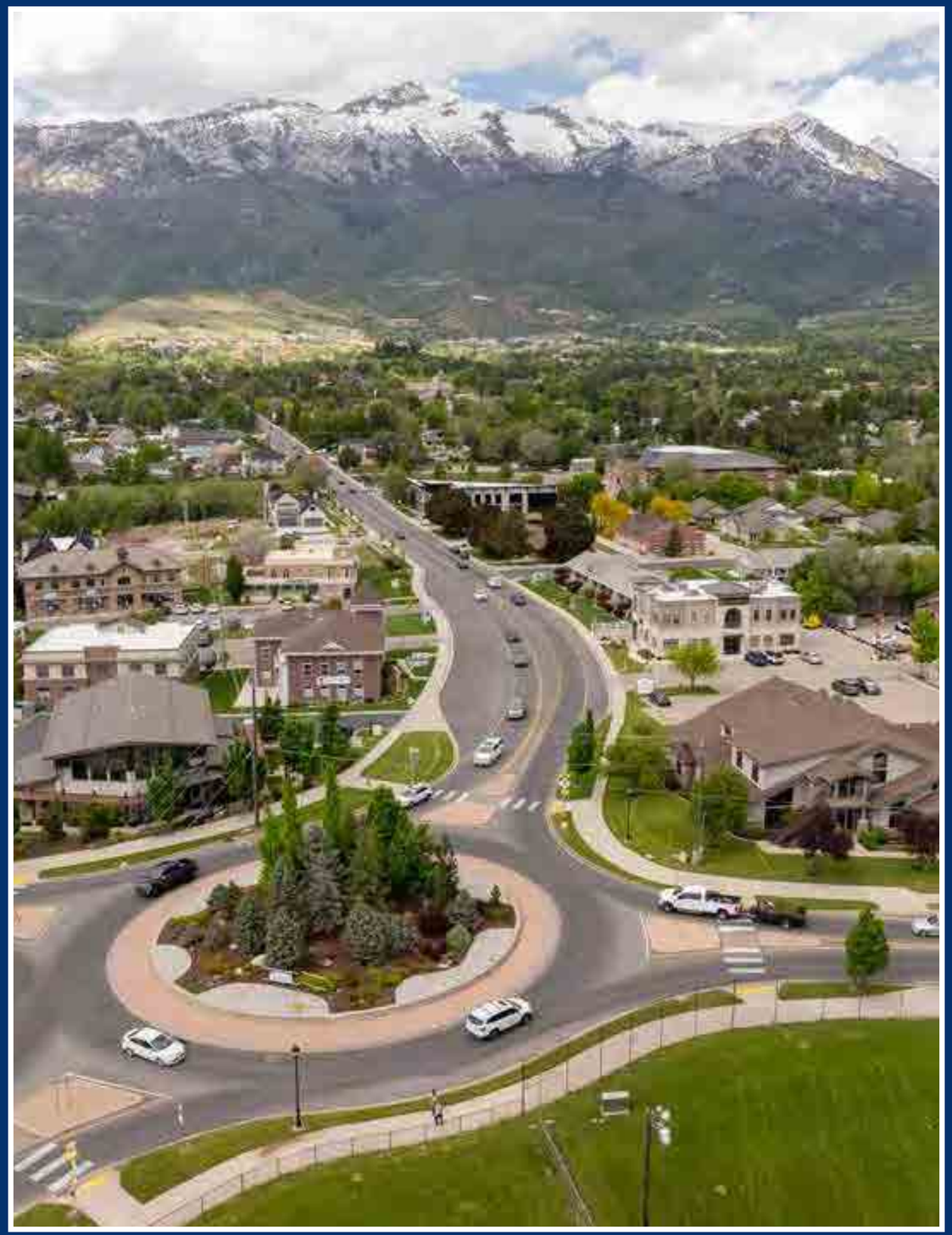


Aerial view of Alpine City looking toward S Main Street

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.

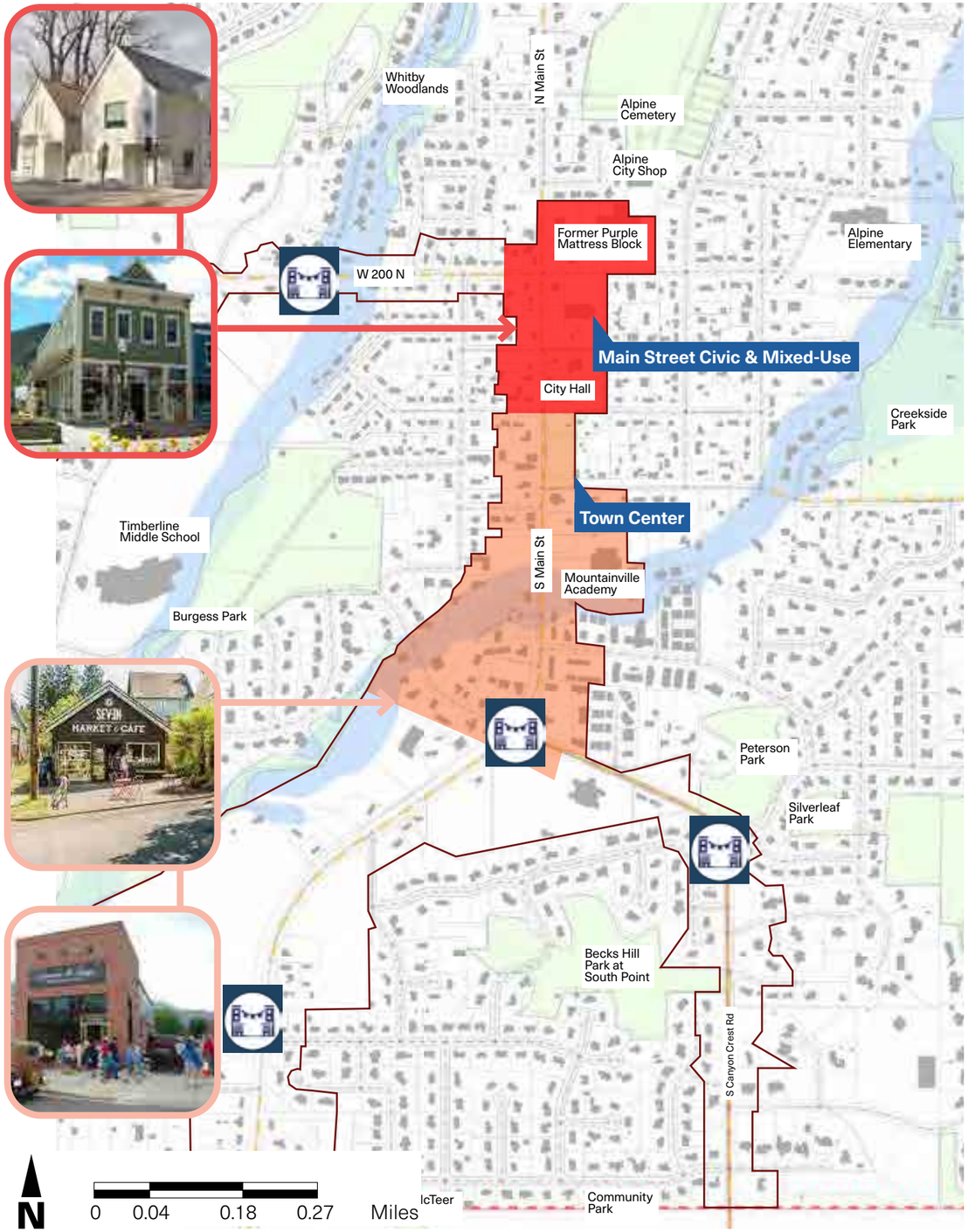
DESIRED OUTCOMES

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 of the city 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

WHAT REMAINS THE SAME

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

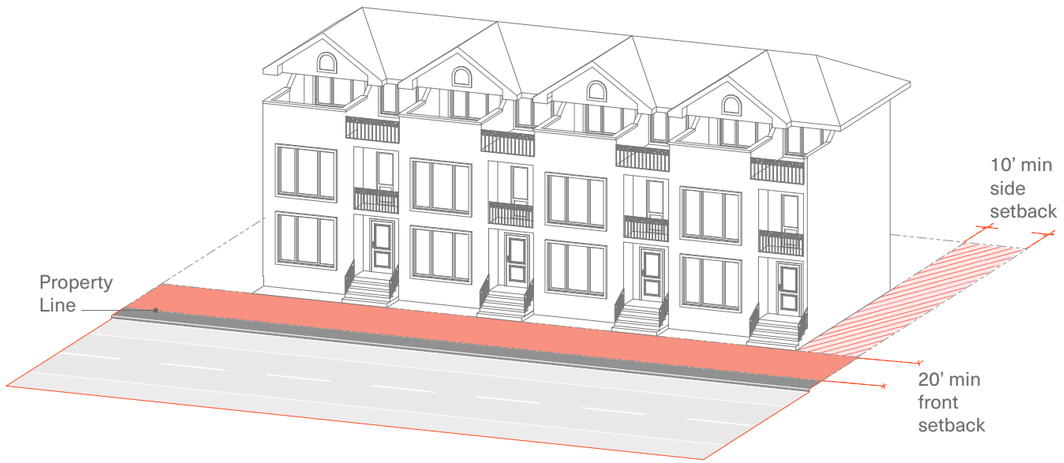
WHAT CHANGES

- 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

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.

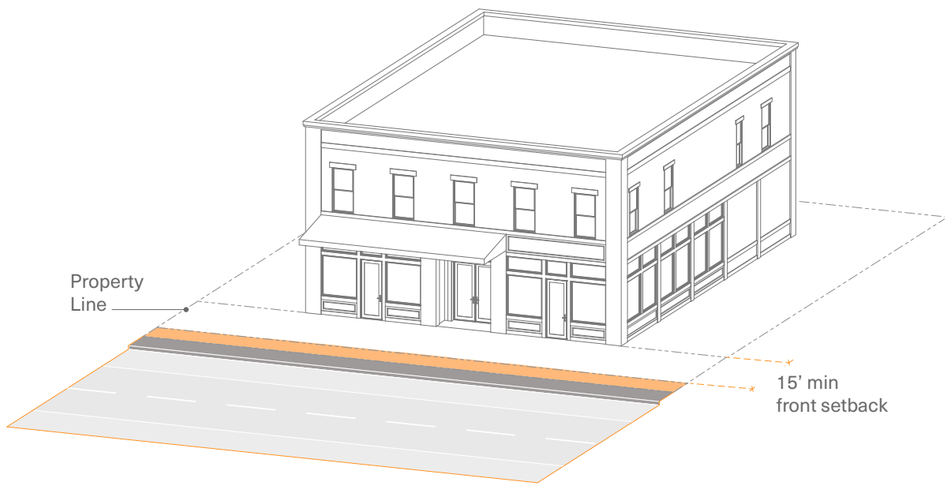
These setback requirements are part of the broader built form and massing standards intended to create a cohesive streetscape that aligns with surrounding development patterns and ensures appropriate spacing between buildings for both aesthetic and functional urban design.



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.

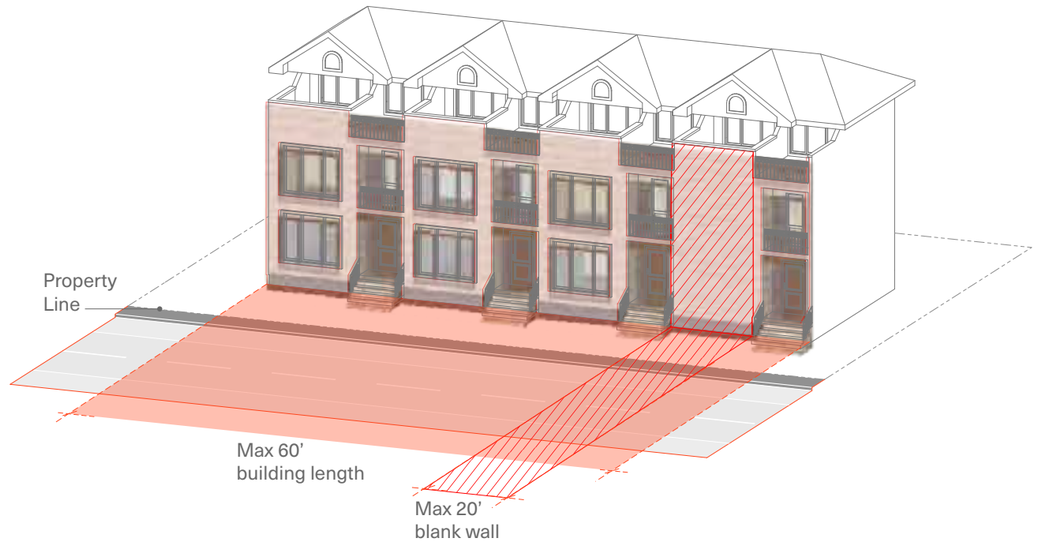
These standards support overall building form and massing, fostering a unified streetscape that respects adjacent development and provides appropriate separation for visual appeal and functional design. These guidelines also promote pedestrian-friendly environments and enhancing street-level interaction.



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’.

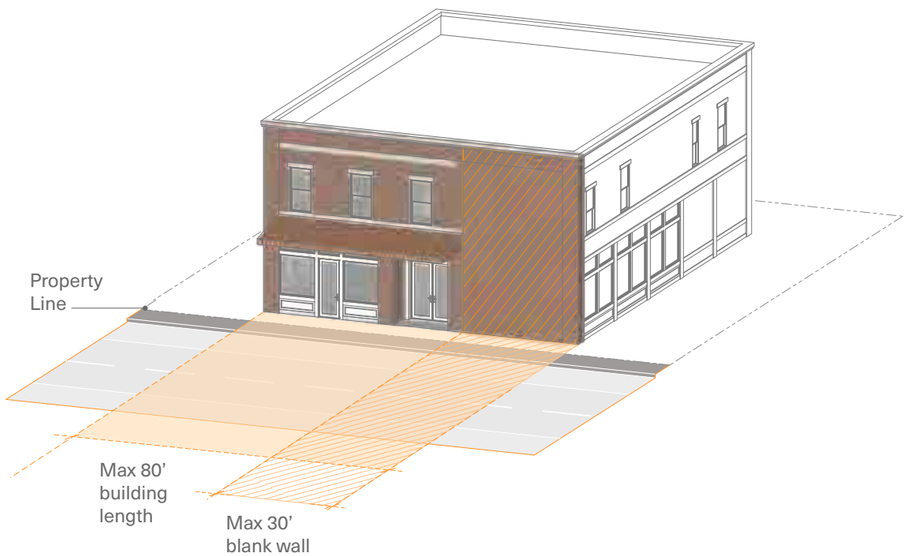
These guidelines create a cohesive streetscape with proper rhythm and scale, enhancing pedestrian comfort and promoting a vibrant, human-scale public realm. They foster social interaction and community vitality by creating accessible, attractive, engaging public spaces that support a strong sense of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

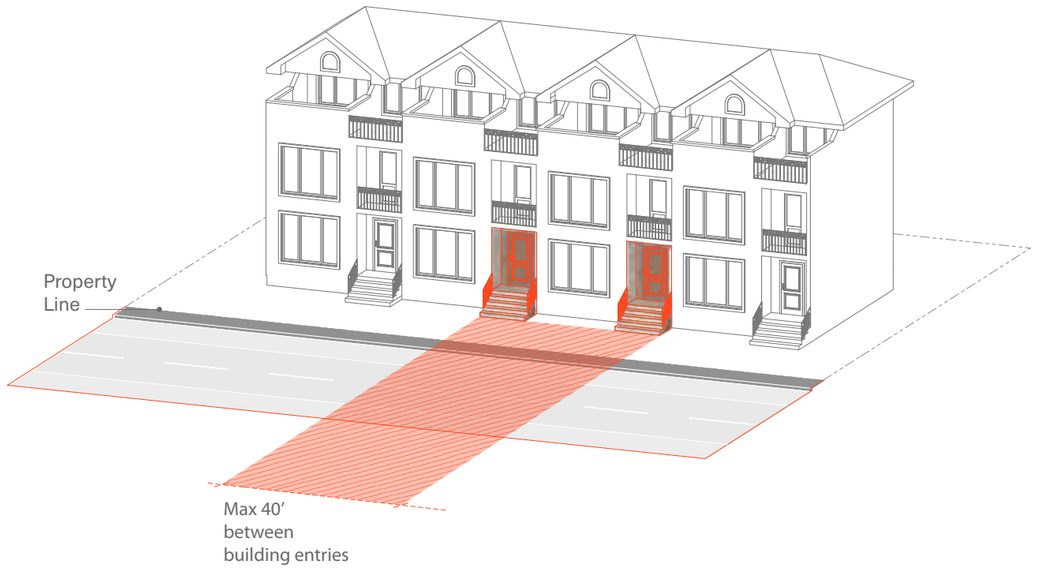
These standards establish a harmonious streetscape rhythm and scale, improving pedestrian comfort and contributing to a lively, human-scaled public environment. This approach encourages social engagement and strengthens community identity by creating inviting, accessible, and dynamic public spaces.



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.

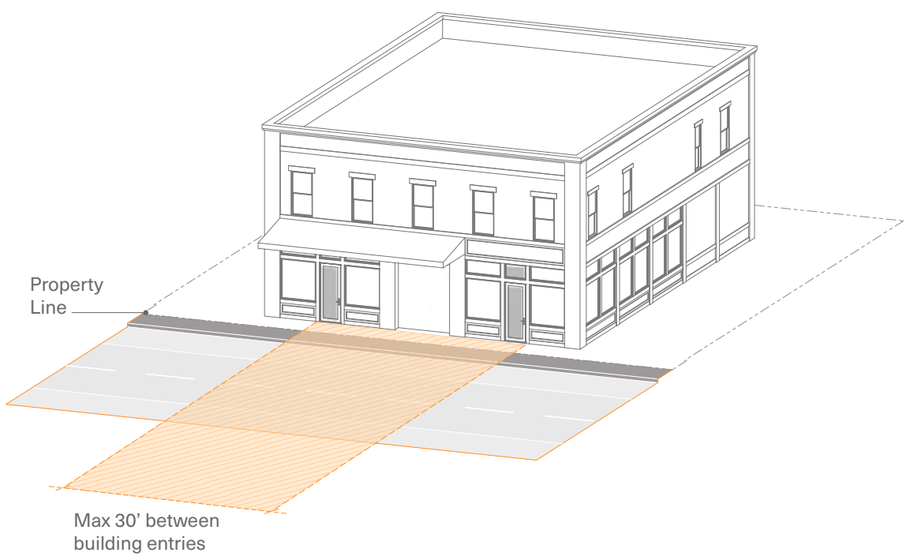
This spacing ensures active pedestrian engagement, encourages interaction between buildings and the street, and promotes a vibrant streetscape. Consistent and frequent access points support accessibility and create a welcoming environment that enhances the urban experience. Such entry placement fosters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



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.



DESIGN GUIDELINES MATRIX

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

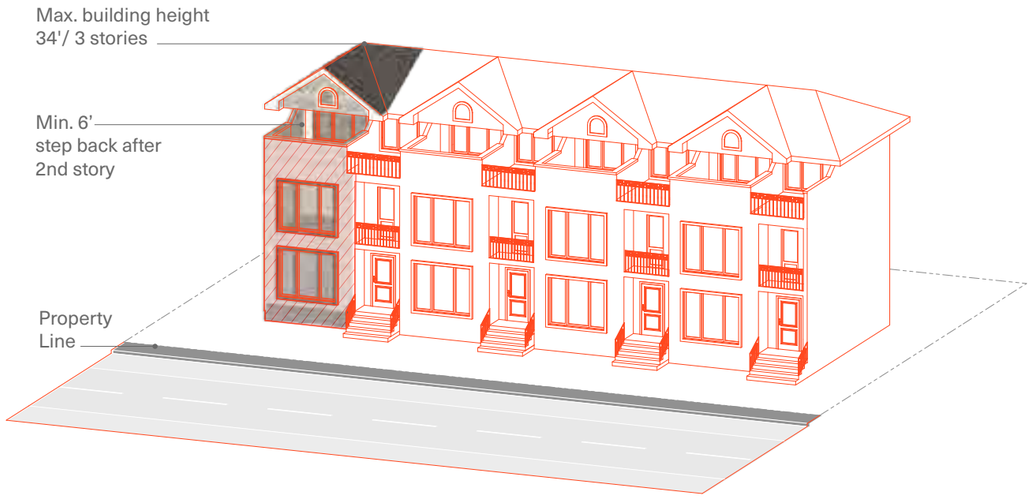
WHAT CHANGES

- 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.

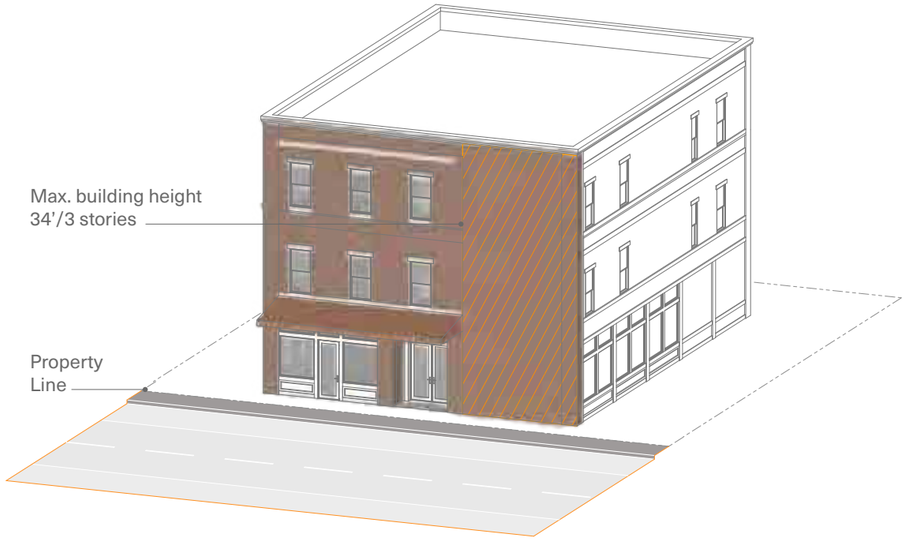
These height and step-back standards improve sunlight and air circulation at street level, creating a more comfortable and inviting urban environment. Together, they contribute to a balanced streetscape that supports both functional and aesthetic urban design goals, enhancing the overall pedestrian experience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



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.

DESIGN GUIDELINES MATRIX

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

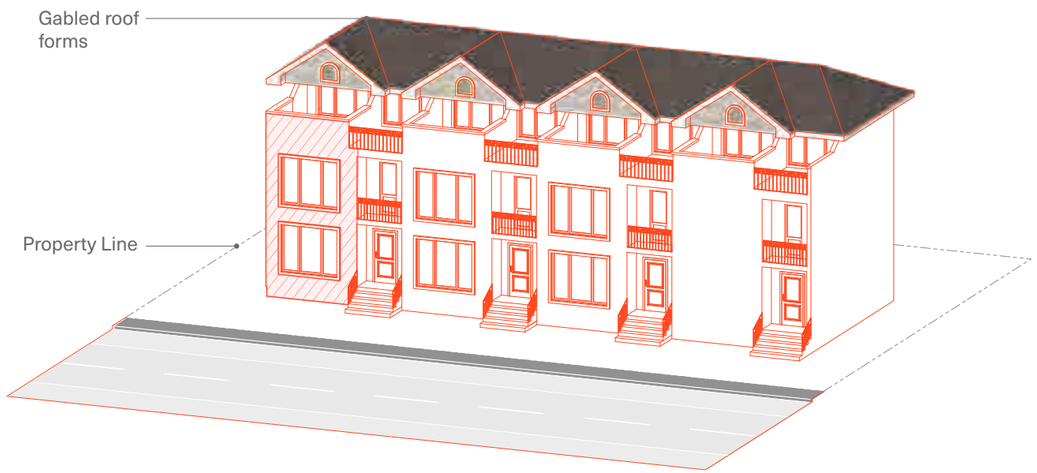
WHAT CHANGES

- 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.

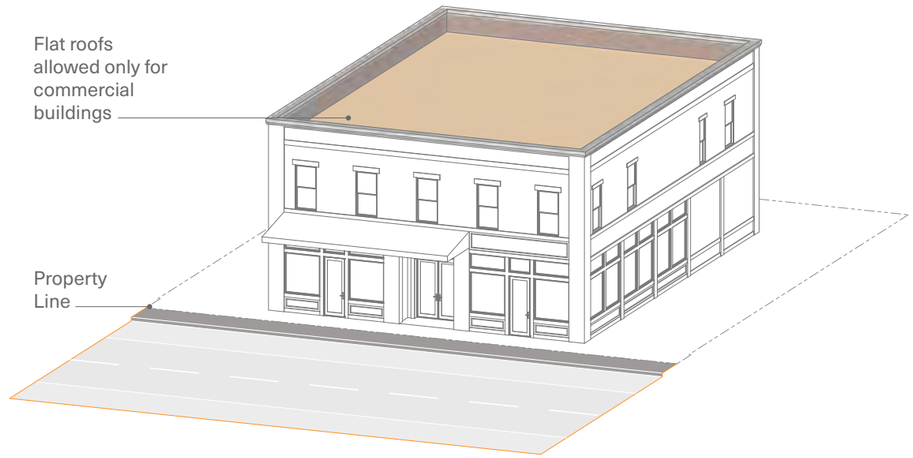
Their classic pitched forms create an engaging roofline that adds rhythm and variety to the streetscape. Gabled roofs establish a welcoming frontage that encourages pedestrian activity. They also provide flexible upper-level spaces often used for residential or office purposes above retail, supporting 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.

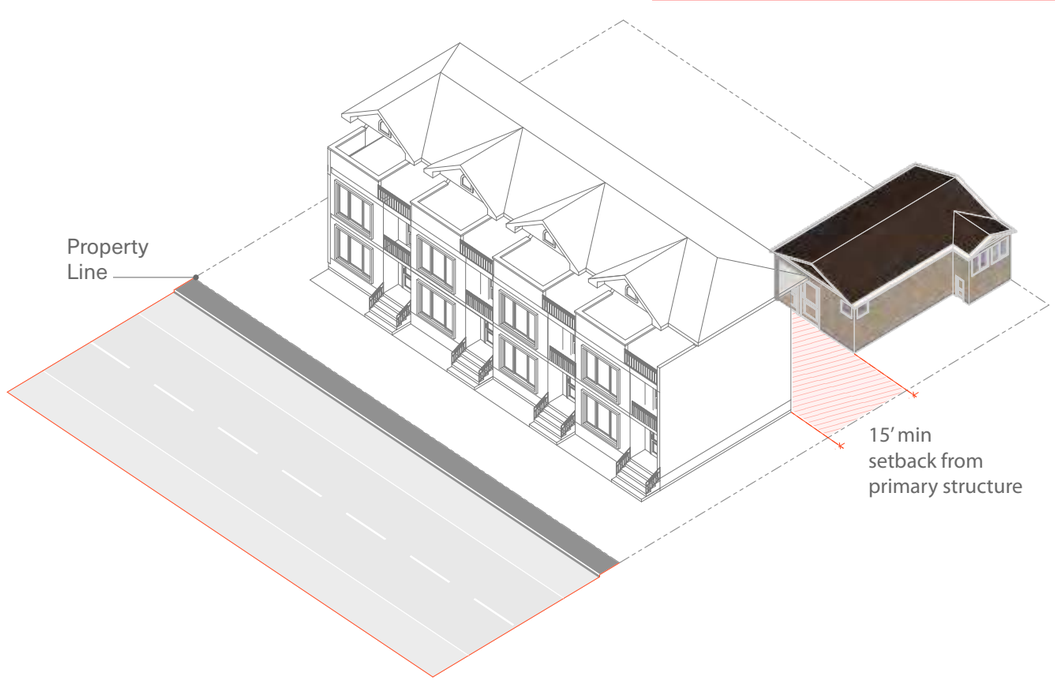
The timeless pitched form of gabled roofs brings rhythm and visual interest to the streetscape, fostering an inviting and dynamic frontage that supports active pedestrian engagement. These roof styles also create adaptable upper-floor spaces, ideal for residential or office uses above ground-floor retail,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

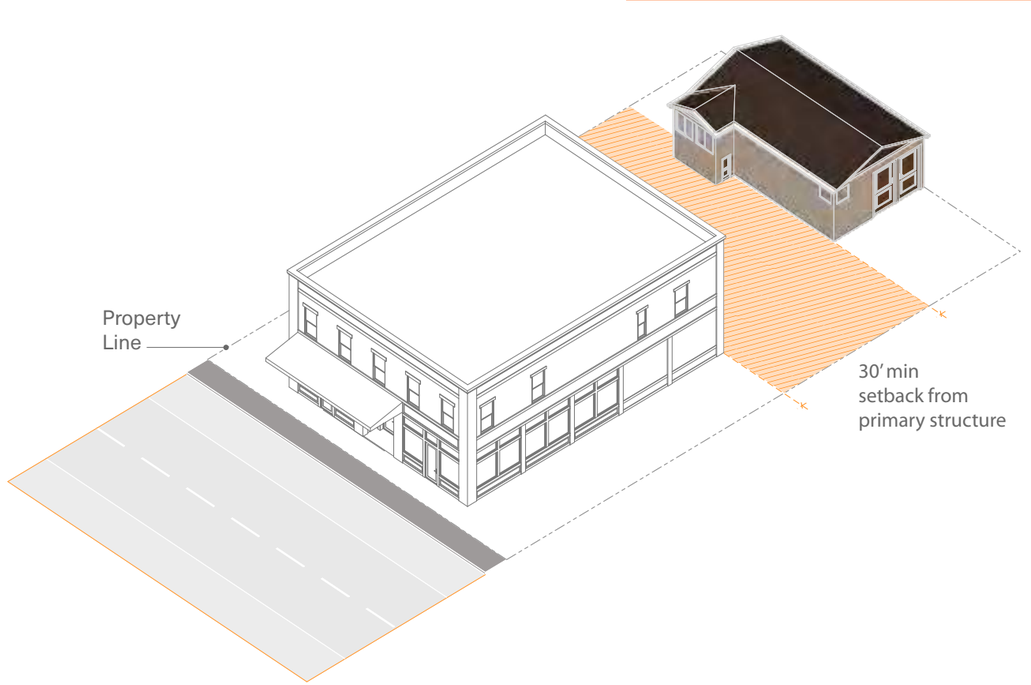
A minimum setback of 15’ from the primary structure is required to ensure adequate separation, privacy, and safety. These provisions support diverse housing options while maintaining neighborhood character and community values effectively. Detached ADUs contribute to increased density and offer flexible,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



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.

DESIGN GUIDELINES MATRIX

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

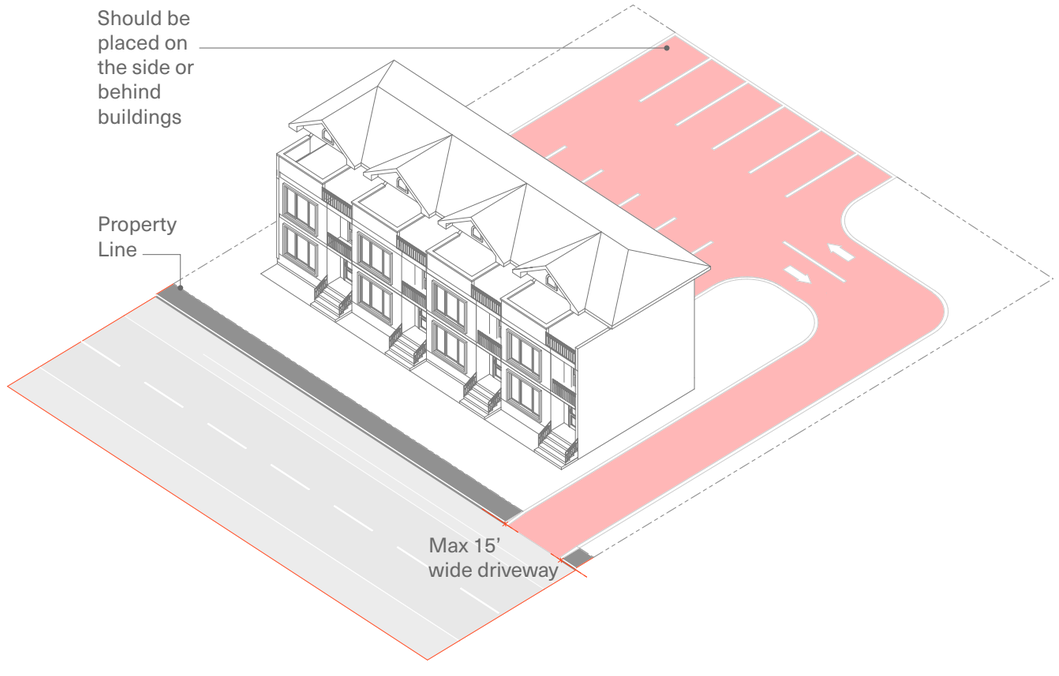
WHAT CHANGES

- 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.

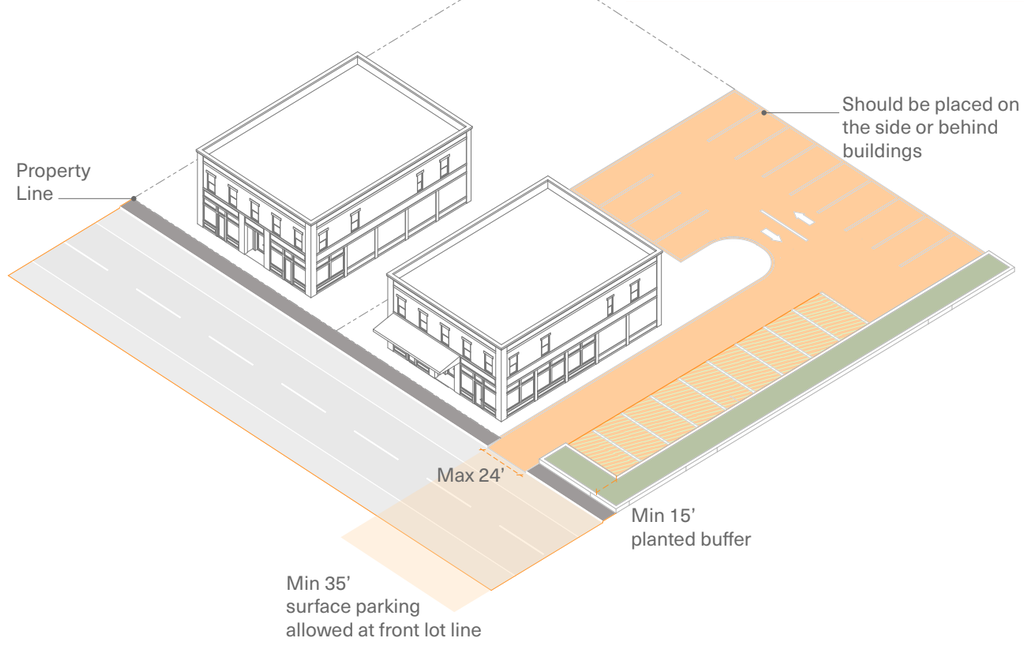
This enhances urban design by prioritizing pedestrian-friendly streetscapes, reducing visual clutter and pedestrian-vehicle conflicts. Avoiding front parking encourages active building frontages and safer, attractive urban environments, supporting sustainable, mixed-use development. This design promotes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

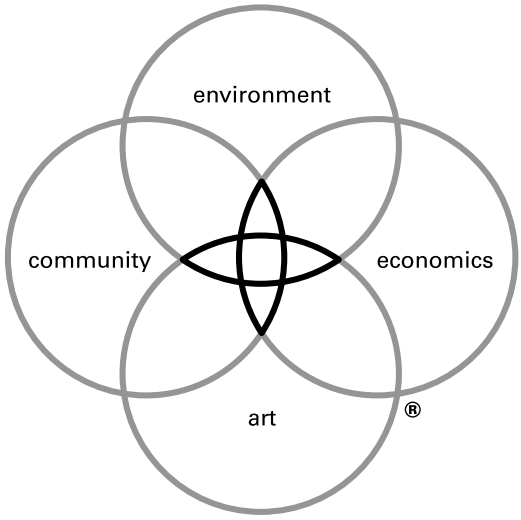


TOWN CENTER PARKING

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.





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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
March 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, Troy Slade, Susan Whittenburg
Excused: Jeff Davis
Staff: Ryan Robinson, Marla Fox, Jason Judd, Heidi Smith

B. Prayer/Opening Comments: John MacKay
C. Pledge of Allegiance: Troy Slade

II. REPORTS AND PRESENTATIONS

None

III. ACTION ITEMS

A. Proposed Modification of the Conditional Use Permit for the Friends of the Alpine Library

Ryan Robinson said 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.

DRAFT

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).

Ryan Robinson said he spoke with Jen Wadsworth, and she wanted to make some changes because she believes what was recorded was not what was approved by the Planning Commission. They are proposing a clerical cleanup on this and have changes to condition.

Ryan Robinson said for Condition #2, which is the parking spaces, the change is instead of it saying *fourteen parking spaces shall be dedicated to library patrons only*, it should say *parking is available for library patrons during the hours of operation*. Remove the part about appropriate signage installed. *If parking is not available, the applicant shall discontinue hours of operation.*

Ryan Robinson said as staff we didn't see any issue with that because if there' not enough parking spots, the library's got to close. He said on #3 the other change there is that the applicant will *regrade the entrance of the Alpine Highway to mitigate unsafe ingress and egress and entrance from Main Street*. He said if there is snow, it would be a slick entrance going out, so we recommended regrading that so it's an easier exit and entrance going in and out. Even without snow, it's hard to get in and out of.

Ryan Robinson said there was also ADA compliance stuff that they were working on. The original language said prior to occupancy or prior to them being open full time. The language said the ADA compliance shall be made available within 12 months of opening. He said we would go from the November 18th, 2025, approval date, so by next November they would need to have that cleaned up.

Ryan Robinson said they removed item #6 which is the ingress and egress from Alpine Highway which we covered in item #3. He said going back to #3 Where is says non library events shall be limited to no more than 14 attendees and held during regular operating hours; he said we may have removed that, but his recollection was that we still required that 14 limit to get in and out.

Alan Macdonald said under the background information there are six conditions listed and he said his recollection was that those were the six conditions that were drawn up during that Planning Commission meeting and voted on by the commissioners. He asked if these six items were not what we actually voted on and discussed. He said he did not understand and asked if the motion was not written correctly.

Ryan Robinson said he thought this was an amendment to their original conditional use permit. In speaking with Jen Wadsworth, she thought that what was recorded as the conditions was not accurate as to what was on there. He said they would like to make these changes to the conditional use permit to the conditions they thought were approved that night.

Alan Macdonald asked if the applicant could discuss that. He said he recalls, for example #2, we wanted to make sure and there was an intent that there would be a minimum of 14 parking spaces dedicated for library patrons during hours of operation with appropriate signage so that the parking lot being used overflow for Burgess Orchards, there would nevertheless be parking spaces for children, parents, and families to utilize the library. He said a change to #2 would do away with those dedicated parking spaces. He said this is an amendment and didn't think it was correcting a mistake.

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Alan Macdonald said he does recall, for example #3, one of the things that was important to the Commission was that non library operating events shall be limited to no more than 14 attendees and held during regular operating hours. He said he thought that was in there intentionally and didn't believe taking those things out is making this accurate to what was discussed and voted on that night. He said this seems more like changes and an amendment than cleaning up what was voted on.

John MacKay said he remembers that we agreed that we shouldn't have exclusive parking signs for the 14 slot parking spaces. He said he liked the idea of having them open and said that was an error the way it was captured. He said he didn't remember talking about the limitation on 14 attendees, but said we said they couldn't have fundraisers. Ryan Robinson agreed and said fundraisers couldn't be in the parking lot. Susan Whittenburg said probably the 14 was because we said 14 people could park there. John MacKay said he didn't believe we put a requirement of a minimum of 14 spaces that are dedicated.

Greg Butterfield said he recalled a fairly lengthy conversation about limiting fundraising or having events outside, not just in the parking lot but also on the property. He said he thought there was something proposed relative to trying to make sure, especially during peak hours during the summer, that there was some limitation. He said it may not have been 14 spaces specifically, but there was a good dialogue that was part of the resolution. He said this was limiting fundraisers and large groups gathered at the library at the same time people could be over at the fruit stand. He said this he didn't know that this accurately represents that dialogue.

Alan Macdonald said he didn't know if this was an amendment or a cleanup of the language. Either way, we need to discuss it and make a motion. Jennifer Wadsworth, applicant, said she believes this is a misunderstanding and some of the language is incorrect according to John Mackay's verbal motion he made that night and the one the Planning commission voted on.

we asked them to re-grade the parking and we still require fourteen parking spaces but the Planning Commission wasn't sure about discussing signage. He said by next November, they would need to have all their ADA compliance items done.

Alan Macdonald asked why we are changing the motion, when this is what was discussed and voted upon. He said this isn't a misunderstanding of what was discussed. Greg Butterfield agreed and said he remembers limiting events in the parking lot and discussing parking.

Ryan Robinson said we should view this as an amendment to the original motion. Jennifer Wadsworth, applicant, said the language in the motion is incorrect. She said the language she is asking to amend is word for word from the motion. She said she could see how this happened because sometimes the conversation gets diluted into the actual motion. She said the motion that John Mackay made was very clear and some language was not part of the motion.

Troy Slade said he remembers having a discussion about having dedicated parking spaces and labeling them as library parking, but then we thought if they are dedicated to the library and the fruit stand needs them that wouldn't make sense. John Mackay said Jen Wadsworth had read the minutes and found these errors and said he was going to rely on her expertise.

MOTION: Planning Commission member John MacKay moved to approve the amendment to the Conditional Use Permit for the Friends of the Alpine Library located at 491 S Alpine Highway based on the findings that the proposed amendment continues to comply with the Alpine Development Code Section 3.23. subject to the following changes:

Changes to the language include:

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 Saturdays during the Burgess orchards produce stand season. When the orchard is closed, hours shall be extended to 10:00 a.m.-5:00 p.m. Monday through Saturday.*
2. *A minimum of 14 parking spaces shall be available for library patrons during hours of operation. Should a conflict of interest arise where adequate parking is not available, the applicant shall discontinue hours of operation.*
3. *The applicant shall regrade the entrance on Alpine Highway to mitigate unsafe egress and entrance from Main Street.*
4. *No fundraiser or fairs activities may occur in the parking lot.*
5. *ADA-compliant parking shall be provided prior to occupancy. ADA access and restrooms shall be created within 12 months of opening. (Starting from November 18, 2025).*

The Planning Commission pulled up the November 18, 2025, Planning Commission meeting and listened to the motion.

Michelle Schirmer asked if we needed to put a time limit on #3. Alan MacDonald said he didn't think we could because that was not the purpose of this item, he said we are just cleaning up the motion, not modifying it.

Troy Slade seconded the motion. There were 6 Ayes and 0 Nays (recorded below). The motion passed.

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

Excerpt of DRAFT Minutes from the March 3, 2026 Planning Commission Meeting (updated from November 18, 2025, Planning Commission Meeting)

Motion:
John MacKay moved to approve the Conditional Use Permit for the Friends of Alpine Library located at 491 S Alpine Highway.

The following conditions were imposed 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 operations, no openings on Saturdays while the Burgess Orchards produce stand is open. During the period where the Burgess Orchards produce stand is closed, hours of operation shall have the ability to be open 10:00 a.m.-5:00 p.m. Monday through Saturday.
2. A minimum of 14 parking spaces shall be available for library patrons during their hours of operation. Should a conflict arise where adequate parking is not available, they shall discontinue hours of operation.

3. The applicant shall regrade the entrance on Alpine Highway to mitigate unsafe egress and entrance from Alpine Highway.
4. No fundraiser or fair activities may occur in the parking lot.
5. ADA-compliant parking shall be required before opening. ADA-compliant access and restrooms shall be created within 12 months of opening.

Motion by: John MacKay
Seconded: Jeff Davis (Troy Slade 3/3/2026)

Ayes:	Nays:
Michelle Schirmer	
John MacKay	
Greg Butterfield	
Troy Slade	
Alan Macdonald	
Susan Whittenberg	
Jeff Davis (excused on 3/3/2026)	

Communication from a concerned citizen.
Sherly Degroot, resident on Cascade Ave, asked about the sign that was put up on the corner of Bateman and Alpine Highway. She said it is very far from the entrance of the library and makes it look like the parking lot is designated for the library. She said she is very concerned once that orchard opens, that patrons to the orchard are not going to know that that is orchard parking. She said she thought that sign should be over by the entrance by Alpine Highway and not over on the corner where it is.

Ryan Robinson said the sign meets the sign requirements for a quasi-public use. He said because the sign was not for a commercial business, it didn't need to come to the Planning Commission for approval.

B. Review Commercial Business Sign Application for Alpine Physical Therapy

Ryan Robinson explained that 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 have reviewed the application and find 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.

Greg Butterfield said he noticed a light has been installed that looks like it will be facing upwards toward the sign. He said he didn't see that light on the application plan. Ryan Robinson said we don't have language in the sign ordinance that states you can't have an upward facing light. Alan Macdonald asked about or monument signs and if there was specific language about upward lighting in the Gateway Historic Design Guidelines. Ryan Robinson said it is not in the Gateway Historic Design Guidelines.

Troy Slade said he is concerned that the light hitting the chrome sign might be too bright on Main Street. He asked if the applicants' other sign had the same lighting. Alan Macdonald said we already have an ordinance that states that sign illumination shall not increase ambient lighting conditions by more than 3.3 lumens. So as long as it is not overly bright or overly reflectively bright, any motion we make should state that it needs to comply with all of the standards of the Alpine Development Code Section 3.23.080.

Ryan Robinson said he just looked and we don't have language in the business commercial that says lighting has to be downward facing like we do in the other zones. Jason Judd said in the code under 3.25, there is a sign illumination section of the code. It says that lighted signs are permitted provided the lighting is contained in the immediate vicinity of the sign. There shall be no spillover onto adjacent properties. Lumen shall not create a shadow of greater than 30 feet from the existing sign.

Ryan Robinson said that's for the quasi-public and school signs. He said the applicant would have to meet all the standards found in the sign ordinance if this were to be approved.

The Planning Commission reviewed the Sign Illumination Code and Alan Macdonald said we've gotten hung up on the lighting that is pointing upwards. He said he is not seeing anything in the 3.25 sign ordinance or within the Gateway Historic District Guidelines that would void the application that's before us.

MOTION: Planning Commission member Greg Butterfield moved 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 current Gateway Historic District Design Guidelines.

Susan Whittenburg seconded the motion. There were 6 Ayes and 0 Nays (recorded below). The motion passed.

Ayes:	**Nays:**	**Excused:**
Michelle Schirmer		Jeff Davis
John MacKay		
Greg Butterfield		
Troy Slade		

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Alan Macdonald
Susan Whittenburg

Susan Whittenburg said it's getting really bright around this town and said when you drive around, it has changed a lot. She asked what our ordinance was on our lighting as far as sports courts and things like that. Alan Macdonald said we have a lot of ordinances around sport courts and lumens and the times that you can turn them on and spillage. He said regardless, a lot of people have moved in, and they have brought light with them. Susan Whittenburg asked if we have any other restrictions on Main Street. Can businesses keep their signs lit all night? Ryan Robinson said he didn't think we had anything that said they couldn't do that.

Greg Butterfield said this is a subject we could discuss when talking about the Main Street Master Plan and decide if we want to limit Christmas lights, Jelly Lights, to certain hours of operation.

C. Approval of a Conditional Use for a Single-Family Dwelling

Ryan Robinson explained that 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. Pursuant to Alpine Development Code 3.22.070, a non-conforming building may be reconstructed on a lot subject to prior approval of the City Council, after recommendation from the Planning Commission and compliance with several conditions. The reason for the non-conforming status of the existing home is that it is located on a 1.29-acre property in the CE-5 zone.

Ryan Robinson said the City Attorney reviewed this and it's in the CE-5 zone, there's no minimum lot size there. He said it's not in a PRD or a platted subdivision. He said instead of this being a legal non-conforming, it sounds like it's a legal parcel, but in the CE-5 zone, it says a single-family dwelling is a conditional use in that zone. He said we're not looking at it as a legal non-conforming anymore, we're looking at it as a conditional use in the CE-5 zone. He said the Planning Commission is the land use authority granting a conditional use for a single-family dwelling as per the code.

The conditions outlined in 3.22.070 are as follows:

3.22.070 Extension (Enlargement) And Reconstruction Of Non-Conforming Buildings; Conditions

A non-conforming building or structure or a building housing a non-conforming use may be extended or enlarged or reconstructed, subject to the prior approval by the City Council, after recommendation of the Planning Commission and such compliance with the following:

1. *The proposed extension or replacement shall be located entirely on the same lot or parcel as the present non-conforming structure and will conform with all current setback and location requirements.*
2. *The applicant shall submit a detail site plan showing the location of existing and proposed structures on the site and in the vicinity, existing lot boundaries, roads, driveways, parking areas, utilities and other significant features on the site and in the immediate vicinity.*
3. *A finding made by a majority vote of the Council that:*

    1. *The proposed enlargement or extension will not significantly alter the character of the building or use or its impact upon the area.*

2. *The building or use, if extended, will not have the effect of diminishing the value of property or the quality of living environment of adjacent properties.*
3. *The proposed enlargement will not significantly increase the number of vehicles or pedestrians, or result in the establishment or increase of a safety hazard to the area.*
4. *The proposed enlargement will not result in the establishment of a condition incompatible with the neighborhood area and the stated objective of the zone in which it is located.*

The Council may attach such conditions to its approval as are necessary to adequately protect the property and uses in the surrounding territory and the intent of the zone, including but not limited to, the providing of off-street parking access ways, landscaping features and additional setback of structures.

Porches and external covered stairs shall be permitted within setbacks so long as they do not extend beyond the original setbacks of the non-conforming structure (i.e. the setbacks from the time of the original build), and may be approved at a staff level.

Ryan Robinson said the applicant would like to tear down the old home and build a new one. He said they still have to meet all the building requirements, like setbacks, and height, so you don't have to add conditions as part of the motion.

Mr. Battaglia is in his due diligence time period, so an exact site plan has not been prepared. However, he has provided two possible site plans to illustrate his intentions. The two options include a home that would comply with location and setback requirements. He has also provided a site plan to show the required features in the vicinity of the lot. In making their recommendation to the City Council, the Planning Commission could consider the same list of findings outlined for the City Council in 3.22.070.

Ryan Robinson said in addition, 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 area 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.*

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Staff recommend that the Planning Commission consider recommending to the City Council the allowance for reconstruction of a home at 1873 N. Fort Canyon Road. In addition, staff recommend that the Planning Commission, as the land use authority, consider approval of a conditional use permit for a single-family dwelling at the same location.

Alan Macdonald asked what the CE-5 zone was, and why you can only build a home in the CE-5 zone via a conditional use permit. Ryan Robinson said this area is up by the Three Falls area. It is a critical environment zone to protect the hillside with larger lots. He said many of these lots were built before we had this requirement, but any new houses would need to come in and do this as well.

Alan Macdonald asked if there were any conditions that would attach to a conditional use permit to build a single-family home in the CE-5 Acre Zone that we need to think about or be aware of. Ryan Robinson said none that were brought up or that we are concerned about.

Susan Whittenburg asked what the protected lands would have to do with this house. Ryan Robinson said this critical environment area is a hillside area, so we wanted to protect the area by saying if you want to develop up here, you have to have bigger lots. Alan Macdonald said the applicant is doing his due diligence and is replacing one home with another. He said we already have ordinances in place for height and setbacks so he's not seeing an issue.

Jahn Mackay asked if this would be considered a corner lot. Ryan Robinson said it would be considered a corner lot especially where that 1800 North and Fort Canyon meet. John MacKay asked if the applicant was aware of the 30-foot setback from both sides. Ryan Robinson said we would definitely want to make them aware of that. Marla Fox said the applicant is aware. She said she checked the setbacks with Shane Sorensen, and he confirmed they would need a 30-foot setback from both roads and on the rear side as well.

Jason Judd said we need to look at the utility requirements for culinary and firefighting purposes with the pressure not less than 40 psi. Ryan Robinson agreed and said the applicant would have to meet all the utility requirements.

MOTION: Planning Commission member Troy Slade moved to approve the construction of a single-family dwelling at 1873 N Fort Canyon Road subject to the following condition:

1. Subject to existing ordinances, engineering, and utility requirements.

Michelle Schirmer seconded the motion. There were 6 Ayes and 0 Nays (recorded below). The motion passed.

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

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Susan Whittenburg

D. Proposed five-sided lot submittal

Ryan Robinson explained that 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.

Rick Christensen, contractor, said the applicant wants to build a barn on the vacant piece of property. He said the lot already has five sides, but they are hoping it can be grandfathered in because the lot was already in that shape when the owner bought it. He said the owner bought this piece of property from the neighbor and wants to add it to his current property. He plans to scrub the line and combine the lots into one property.

Alan Macdonald said this is an existing lot that is surrounded and there is no way to it. The owner to the east wants to incorporate the funky lot into his lot existing lot and said it makes sense.

MOTION: Planning Commission member Troy Slade moved to recommend approval of the five-sided lot associated with the proposed Thelin Estates Plan B plat amendment.

John Mackay seconded the motion. There were 6 Ayes and 0 Nays (recorded below). The motion passed.

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

E. Review of Draft Main Street & Gateway Corridor Master Plan: Main Street Design

Ryan Robinson explained that last time we went through the implementation chapter and tonight we're looking at the design guidelines. He said these are intended to replace our existing Gateway Historic Design Guidelines, but if we like part of the old guidelines, we can still make a recommendation to use portions of it. He said what this does is focuses more on the design and the layout and the feel of Main Street and will simplify the process when applicants come in to build and hopefully save us some time in reviewing commercial buildings going forward.

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Ryan Robinson said we are breaking down these chapters into the things the Planning Commission primarily wanted to deal with. He said this is the last of the sections we've broken up. In the future we will hold another Public Hearing, so the public has a chance to hear and review all the work that has been done. After the Public Hearing, we'll go back through the minutes and put all the motions together and review the suggested changes.

Ryan Robinson said with the consulting firm that put this together, they gave us three rounds of edits, and we have used one from the steering committee. He said once the Planning Commission makes a recommendation, he'll send it to the committee, and they'll give us another draft with those changes incorporated. Then once the City Council reviews this and makes any amendments, we'll use that as the final edit.

Ryan Robinson said there's a Main Street Civic and Mixed use, and then the Town Center. He said we've talked about a third area by the church owned property having a buffer transition between residential and commercial. He said we talked about the property down by the Art Center and that general area being a transition area where there's residential to commercial, and Main Street's commercial transition to residential to the north.

Alan Macdonald said in a prior meeting we discussed the area to the south to be residential, a flex area for housing with mixed density. He said this area won't be subject to the Main Street type guidelines because those are residential. Ryan Robinson said the guidelines will only apply to commercial and said State Code limits us and we can't dictate design standards for residential unless it's in a specific designated historic district. Alan Macdonald said we did do a little bit of that with the Montdella homes on Main Street.

Alan Macdonald said if hears a complaint from people about Alpine, it's that Alpine looks so hodge podge. He said this is because it has been developed over many decades and has been subjective as to what people like. He said we don't know what the Alpine aesthetic is. Some like mountain modern, some like traditional, like red brick. He asked if we want something more cohesive, more uniform and said in the future, buildings could be torn down and rebuilt. If this is an issue, the way we amend this is to decide what we want it to look like. We need to be more specific, for example stating we want red brick with black windows. This would give a traditional, timeless Utah-looking city as we go forward. If you just say wood, brick, masonry, and stone you will get all kinds of different styles and looks. He said the best example of this is the u-shaped office complex where every single building is made up of something different. He said if the vision for Alpine is a cohesive look, we need something traditional and timeless similar to what has been built along North County Blvd.

John Mackay agreed and said he would say small red brick and wood. Alan Macdonald said we need to limit the building materials. Troy Slade said we are not professional designers and are not trained. Alan Macdonald said, "we know what looks good".

Greg Butterfield said we need to narrow the choices and come up with an architectural design, so we don't end up with something trendy. Michelle Schirmer said she thinks a mix of flat roofs and gabled roofs look nice. This is something you would see on a traditional Main Street in other cities.

Ryan Robinson said Park City has strict design standards which everyone must follow. He said some of the best examples are the ones that were built when the city was founded. Greg Butterfield said we are missing the architectural style and said we need to decide that first before we get to colors and materials. Alan Macdonald said he likes the traditional, federal look and said it would help to have a description in the design standards.

Michelle Schirmer asked if we are trying to be traditional from the Federal Georgian era, or a Utah Traditional. Greg Butterfield said we need to decide our traditional look and not a Washington DC or Boston Traditional. Susan Whittenburg asked if we could tell an applicant what building materials they can use. Alan Macdonald said we can in the Historic Gateway.

Michelle Schirmer asked if we can pull the Town Center on the map down to the Art Center so that all of these design standards keep wrapping the corner because we removed that mixed use to bring the field up with the residential. Alan Macdonald said that had been modified to reflect that.

Michelle Schirmer said she knows we have talked a lot about lighting but wanted to address the dark sky because it is missing from our code. She said she would like to see a dark sky code with downlight and no permanent lighting especially when it's on chasers. She said she would like businesses to be able to designate their business but in a calm way. Alan Macdonald said the more well-lit areas are the downtown commercial areas up to a certain time.

Troy Slade asked what the process would be to drill down on this and get it locked in. Alan Macdonald said what we would do is incorporate this into the Alpine City Main Street Gateway Corridor Small Area Plan. Once that is done, and we have a plan, then we can make amendments to the Gateway Historic Design Guidelines and say this is our plan.

Troy Slade asked if this would just be the Planning Commission doing this or would we get professional help. Alan Macdonald said eventually everything we have done will be sent as a recommendation for approval by the City Council. We will then need to go back and review the current Gateway Historic Guidelines and bring those current with this plan and amend those design guidelines. He said those design guidelines are what future developers would look at and say okay, this is what I've got to do. They'll see if our idea of a Utah Historic Traditional look, red brick etc. ends up in the plan and in our design guidelines, then that's the aesthetic going forward.

Marla Fox asked if this would include homes in the Historic Gateway. Ryan Robinson said no, in the name of affordable housing, the State says cities can't dictate design standards. He said if the home is in an HOA, that could be different or if the home was designated as a historical home. It would have to meet certain criteria to designate historic.

MOTION: Planning Commission member Michelle Schirmer moved to recommend Tabling the Main Street Corridor Gateway Historic District Design Standards until future compilation with the following conditions:

1. The building style be considered for our Gateway Historic District as Utah Historic Traditional.
2. Remove secondary materials totally from the design plan. Materials that will be allowed for construction on Main Street would be red brick, wood, and black framed windows.

Troy Slade seconded the motion. There were 6 Ayes and 0 Nays (recorded below). The motion passed.

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

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The Planning Commission had a discussion about coming up with design standards and said they would have to have further discussions about what it is they want, the architectural style, and overall design,

IV. COMMUNICATIONS
None

V. APPROVAL OF PLANNING COMMISSION MINUTES: February 17, 2026

MOTION: Planning Commissioner John MacKay moved to approve the minutes for February 17, 2026, as written.

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

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

MOTION: Planning Commission member Greg Butterfield moved to adjourn the meeting.

Susan Whittenburg seconded the motion. There were 6 Ayes and 0 Nays (recorded below). The motion passed.

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

The meeting was adjourned at 8:25 p.m.

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