



ALPINE CITY COUNCIL AMENDED AGENDA

NOTICE is hereby given that the **CITY COUNCIL** of Alpine City, Utah, will hold a Public Meeting on **Tuesday, September 8, 2026, at 6:00 pm**, at 20 North Main Street. This meeting can be viewed on the **Alpine City YouTube Channel**. A direct link to the channel can be found on the home page of the Alpine City website: alpineut.gov. Public comments will be accepted during the Public Comment portion of the meeting.

I. CALL MEETING TO ORDER

- | | |
|---------------------|----------------------------|
| A. Roll Call | Mayor Carla Merrill |
| B. Prayer | Brent Rummler |
| C. Pledge | Jessica Smuin |

II. CONSENT CALENDAR

- A. Approval of Minutes of July 9th Work Session and August 25th City Council Meeting**
- B. Partial Payment No. 1, Fire Station Project: SIRQ Construction - \$233,488.96**

III. PUBLIC COMMENT

IV. REPORTS & PRESENTATIONS

- A. Financial Report**
- B. Alpine Running Club – Crystal Anderson**

V. ACTION ITEMS

- A. Approval of Exterior Building Materials for Fire Station**
- B. Ordinance 2026-16: Detached ADUs**
- C. Consideration for Approval: Silverleaf Plat B Plat Amendment**

VI. DISCUSSION ITEMS

- A. Small Area Plan Edits**

VII. STAFF REPORTS

VIII. COUNCIL COMMUNICATION

VIV. CLOSED MEETING

Mayor Carla Merrill
September 4, 2026

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

ALPINE CITY COUNCIL WORK SESSION**July 9, 2026**

Mayor Carla Merrill called the meeting to order at 12:01 pm.

I. CALL MEETING TO ORDER**A. Roll Call**

Mayor Carla Merrill

The following were present at the anchor location, which constituted a quorum: Sarah Blackwell, Andrew Young, Brent Rummier, and Jessica Smuin. Chrissy Hannemann attended by Zoom.

Staff: Shane Sorensen, Caden Lyon, and DeAnn Parry

Others: Steve Burrows, Sullivan Love, Clyde M. Stauffer IV, and Shellie Slade

II. WORK SESSION

Shane Sorensen gave a PowerPoint presentation and said that purpose of this meeting is to:

- Answer questions from council members
- Receive input from the water committee
- Determine the scope of Phase 1 PI projects
- Discuss potential culinary water projects
- Review funding strategies

Shane Sorensen explained that the 2025 PI Master Plan will be brought to the council for formal approval in the future. In the study there are recommended system improvements and Table 1 shows our existing deficiencies. A map is provided with a list of projects and their associated costs. Table 2 considers build-out and suggests a large pipeline from the Healey Well through town to the lower PI reservoir. Other projects that will increase city capacity and facilitate directing water as needed are included.

In order to collect impact fees, the city has to develop a minimum level of service. Horrocks Engineers identified our minimum level of service. This is usually calculated at peak usage in July with our highest temperatures and includes maximum velocity. Higher velocity creates more friction which leads to reduced operating pressure. Shane referenced an email from Horrocks' John Schiess about which projects provide the biggest bang for our buck. John recommended the new Heritage Hills Well and the 400 West booster pumps and upsized piping as the most critical.

Jessica Smuin said she would like to see the actual modeling and wants to spend the city's money most efficiently. These are expensive projects and she would like to be able to assure the public that it will solve the existing problems.

Shane Sorensen explained that the city does not own the complicated and expensive modeling software to be able to view all the details, and that is why the report contains a summary of the information and findings. He further stated that unless people start using a lot more PI water or the general conditions change, these upgrades will benefit the whole city.

The build-out projects are expected to begin later on, depending on how development occurs in the city. The Page property is now on the verge of development, and they have agreed to allow the city to install a large PI line through their property to save money on asphalt and utilities. This pipe will become a priority in order to save money. The Fitzgerald property is also in the process of completing final to be annexed, so we will need to deal with the infrastructure needs there sooner than later.

1 Mayor Carla Merrill said that we are not hydrologists, so we rely on professionals for modeling and analysis.
2 We have contracted with them to provide guidance, and it is time for us to take action on their suggestions.
3

4 Shane Sorensen explained details about the modeling results and the maps that show proposed improvements.
5 He said that the model incorporated actual usage data from our PI meters, so it is more accurate than
6 previous reports.
7

8 Andrew Young asked about the lower pressure issues north of Alpine Elementary and if the new well and
9 booster pumps will solve the problems.
10

11 Shane said the model includes improvements to fix those problems. The pressure reducing value (PRV) on
12 Grove Drive between the middle and low zone will provide additional pressure to the area north of Alpine
13 Elementary. The boosters will pump into the middle zone, which will also help Lakeview Drive. Currently
14 PI water goes through a PRV from the high zone at Lakeview into the west side of town. The council is not
15 expected to understand all the intricate details and that is why we hire professionals. The consultants are
16 working for the city to recommend improvements to cure our deficiencies and provide the minimum level
17 of service for everyone.
18

19 Mayor Carla Merrill mentioned the low zone tank by the North Stake Center and said we are applying for a
20 grant to enlarge it
21

22 Shane Sorensen explained that additional storage is shown as a build-out improvement. Storage is elevation
23 dependent, so if we can find a site before homes are built, that is the best. Most of that area is built out, but
24 there are some areas near Bridle Up Hope that could be considered. We also need a pipeline to receive
25 water and send it to the residents. The west side might have space, but we do not have pipes there. The best
26 option is near the existing low zone reservoir.
27

28 Jessica Smuin asked why we did not build the well when it was proposed in 2021 at \$1.4M? Now it will cost
29 around \$5M.
30

31 Shane Sorensen said that staff proposed the well as a budget item and it was removed by the council at the time.
32

33 Brent Rummler commented that this is why we do not want to delay important projects—the cost always goes
34 up.
35

36 Jessica Smuin said that the council at that time was not comfortable with the well because the deficiency was
37 only for agricultural users in 2021. The report said the problems were with delivery and pressure and had
38 nothing to do with storage tanks.
39

40 Mayor Carla Merrill said that was not accurate. Residents then were saying that there was a deficiency that
41 needed to be corrected.
42

43 Jessica Smuin said it is important to know the history because we are now making decisions to bond and raise
44 user rates. If we are making these decisions, we want to know that the solution will work. She also asked
45 about the culinary water system. She did not feel that she had the information to determine how to move
46 forward.
47

1 Mayor Carla Merrill said we are focusing on the PI system right now. Hydrologists have run the programs and
2 told us what we need to do. She did not understand the hesitancy to move forward with the Heritage Hills
3 Well and the boosters.

4
5 Sarah Blackwell suggested it might be helpful for Shane to explain the projects that have been recommended
6 and how they would also help alleviate concerns in the culinary system as well.
7

8 Shane reported that large growth has taken place in The Ridge at Alpine and the Cherrypoint subdivisions,
9 which are both in the high zone. We have a number of approved vacant lots but may not be able to provide
10 PI water to them. If we have a good snowpack year, we will not need to pump the Heritage Hills Well. The
11 last two years we have had very little rainfall, and a well would be very helpful. We rely on Grove Springs
12 to provide water to the high zone. The Heritage Hills Well would pump directly into the high zone, which
13 would free up water from Grove Springs that could go to the culinary system. If we have more water than
14 is needed for culinary, it is channeled into the PI system, so it is not wasted.
15

16 The Westfield Oaks neighborhood is in the middle zone and they rely on pumps that are not currently large
17 enough. When the improvements are complete, it will allow us to move water up to the next zone. Water
18 also feeds down from above. We would be able to reduce the dropdown water from the high to middle zone
19 by pumping more from low to middle.
20

21 Jessica Smuin said the Heritage Hills Well will cost 45 percent of the \$14M in improvements. She wants to be
22 able to say confidently that we are going to mitigate water issues for 45 percent of public, or whatever the
23 percentage may be.
24

25 Mayor Merrill said that if we have the luxury to plan ahead, that is best. However, based on our Master Plan
26 we have approved subdivisions and entitled lots but do not have enough water to service them. When we
27 grant building permits, we are obliged to provide that service. She did not know what the improvement
28 percentage was, but the upgrades will serve the high zone where we need more water and help equalize
29 pressure for the middle zone.
30

31 Jessica Smuin said she thinks 30 percent of the city will benefit from expansion tank. The report says we need
32 more storage and that is why we have to go through this arduous process. We based our rates on the previous
33 model, and we are deficient and cannot meet the level of recommended service. We are not trying to be
34 water engineers we are being planners for the city.
35

36 Mayor Merrill said that we are not discussing culinary water at this time, but we will in the future. We cannot
37 combine both systems because of the high bonding amount, and we cannot start all the projects at the same
38 time. The PI deficiencies cannot wait. We must also consider the schedule and that work cannot be done
39 on PI during the summer watering season. We also do not want to pay interest on a bond for projects that
40 will not start for 3-5 years. She wants to begin the urgent projects now, get the bond issued, and begin.
41 Then we can look at the next priorities.
42

43 Brent Rummler commented that we can expand the bond in the future, if needed.
44

45 Jessica Smuin said we also need to address the culinary system. She is not comfortable saying we are working
46 on water without dealing with culinary also. There are several sheets of deficiencies.
47

1 Shane Sorensen explained that the standard for culinary water used to be 6-inch pipes, but with larger homes
2 being built the fire flow requirements have increased to 8-inch pipes. Scenic Drive has sections of the
3 smaller pipes as does Stonehedge Lane. The city is working to replace these pipes as they can. This is a
4 state regulation and is not related to growth.

5
6 Chrissy Hannemann commented that \$14M is for growth, and we will get help from future residents as they
7 pay their impact fees. These improvements do not just fall on the general population. Part of the purpose
8 for the impact study is to identify the correct amount to charge for impact fees. The study is divided into
9 existing deficiencies and projects that are needed for growth. Most of the culinary improvements will be
10 due to growth. Chrissy is now working for a water district. As they collect impact fees they can then redeem
11 some of their bonds with those funds.

12
13 Shane Sorensen agreed that as we collect impact fees they can go towards bond payments. Part will be paid
14 from user fees and part from impact fees. We should remember that impact fees can be unstable because
15 we are not in a high growth period. Because impact fees decrease with slower growth, user rates are very
16 important. We expect to bond for these PI projects and hope to use impact fees for part of the payments.
17 Because we can only hold impact fees for six years, with slower growth Alpine cannot save up enough
18 money to do a complete project entirely from impact fees. The tables in the study show what we need, and
19 the growth component is factored into the impact fee calculations.

20
21 Chrissy Hannemann said that the study looked at future build-out, and we could potentially collect \$6M in
22 impact fees. These funds would not just be coming from the current residents. Impact fees will reduce the
23 load on current residents.

24
25 Shane Sorensen cited an example of the sewer system which was completed in 1979. Because extra capacity
26 was built into the system, our impact fee plan allows us to take some of the impact fees collected each year
27 from building permits and transfer that into the sewer general fund. The new homeowners are essentially
28 buying into that system.

29
30 Mayor Merrill confirmed that estimated impact fees toward the Heritage Hills Well would be \$1.124M and the
31 booster pump would be \$440,000, for a total of \$1.55M of the \$9M.

32
33 Chrissy Hannemann pointed out that for these two projects the bulk is not for growth, it is to meet existing
34 deficiencies. The majority of the low zone tank expansion will be paid for by future residents.

35
36 Sarah Blackwell asked if the Heritage Hills Well helps serve The Ridge and Cherrypoint developments and
37 only \$1.12M is being paid by impact fees, why are they are not paying more of the cost?

38
39 Shane Sorensen explained that there are other areas and other homes already in that zone. Those subdivisions
40 are an example of the vacant lots that will increase the demand for PI when they landscape.

41
42 Mayor Merrill said that the latest study has updated the lower numbers from the 2021 study. The impact fees
43 were based on that lower amount. We received the new numbers at the end of last year.

44
45 Brent Rummer commented that as taxpayers, we are concerned because when taxes are raised they almost never
46 drop. It is the same with fees. When we receive impact fees to pay down principle, can we reduce interest
47 rates?

Shane Sorensen explained that we are still paying off the refinanced PI bond from when the city installed the system. We have four more payments on that bond, and he anticipates that we will carry a PI bond for the foreseeable future.

Jessica Smuin asked if there are upgrades needed to the Heritage Hills Well so it can provide culinary water as a redundancy.

Shane Sorensen explained that the Heritage Hills Well is for PI water only. The water currently being used for irrigation from Grove Springs can be replaced by the water pumped from this well. We already have redundancies in our culinary system with wells that are not being pumped.

Our culinary system is in good shape, and there are small projects like the 8-inch pipe upgrade that are ongoing. He also clarified that a previous early closure of the splashpad was due to the need to test the water from a restarted well before it could be used. Because it happened over a weekend, the test could not be completed and the splashpad was closed early. That was an unusual situation.

Chrissy Hannemann commented that culinary water and PI are two separate enterprise funds that run independently and are not competing for the same dollars. We cannot fund PI and culinary projects together, but we can discuss the culinary system at another time.

Mayor Merrill added that this was not announced as a culinary water work session.

Sarah Blackwell said that if residents hear that we are bonding for \$9M for PI, it would be good to tell them how it will help our culinary water system as well.

Mayor Merrill said that in the 27 years she has lived here, we have never been unable to provide drinking water for homes. Our deficiency is not in the culinary system because we have the water and the delivery system in place.

Reporting on the water meeting she attended, Sarah Blackwell said that because of the large-scale growth south of Utah Lake, our CUP water allotment will likely decrease. Attendees also discussed the importance of being self-sufficient with culinary water in the event of an emergency.

Mayor Merrill said we are fortunate to have good culinary water sources in place, and to be chipping away at the needed repairs. We are also working to upsize the storage tank. Our PI system needs to be updated. She asked if the council had specific questions about the priority Heritage Hills Well and the 400 West booster pumps and pipes.

Sarah Blackwell asked if we obtain a bond for \$9M to fund those two projects, is there the potential to find additional funding for the other projects?

Mayor Merrill said that Shane Sorensen does a great job with funding sources and we are always looking for grants and other opportunities. Lately Shane has had to spend a lot of time re-doing the budget for the State and preparing for these work sessions. She would like to see us move forward with the two priority projects.

Shane Sorensen referred to the PowerPoint slides and explained that one big factor with the deficiency in our culinary system is the increased size of homes. The biggest part of our storage tank requirement is based on fire flows. With huge homes we are required to have huge storage tanks.

1
2 Brent Rummeler suggested that if it costs more for water storage, we should be able to justify higher impact fees
3 for larger homes.
4

5 Shane Sorensen responded that the legislature keeps tightening the screws on impact fees and there are a lot of
6 home builders serving in the legislature. The city is gathering estimates and will install a 24-inch pipe on
7 the Page property. This project will be much cheaper than the one on Canyon Crest because there are no
8 existing utilities and we will not be digging up and replacing asphalt. We would also like to get an easement
9 for a pipe from the Healey Well to Healey Blvd.
10

11 Shane said that we could spend hours going over the questions and answers, but if the council members
12 read the provided questions and answers and then send follow-up questions to Shane, that would be most
13 efficient.
14

15 Steve Burrows from the Citizen Water Committee was invited to comment.
16

17 Steve Burrows said he has been impressed with the thoroughness of the council and staff in the last year. The
18 Citizen Water Committee was established in April, and they appreciate the focus on PI today. These issues
19 will be relevant every year. Even if we had infinite funding, we could not fix everything at once. The
20 committee has looked at all the projects thoroughly and they trust the staff. Shane Sorensen and Greg
21 Kmetzsch have years of experience and understand our water systems. They also trust Horrocks Engineers
22 because of our long history of working with them.
23

24 Steve said that completing Phase 1 is a no-brainer, but he would be concerned if the council is trying to
25 reduce the scope of the project. He compared home improvement projects and home equity loans to the
26 funding for the PI projects. We need to fund these projects and have a plan. It would be a disservice to the
27 city to take the last five years of effort and expense and ignore the professional recommendations. He
28 encouraged the council to approve Phase 1 in its entirety. The Heritage Hills Well and the 400 West booster
29 pumps are essential, and we should get started as soon as possible. Then if we need to increase the bond
30 for the additional projects, that can be done. All five projects are important.
31

32 Andrew Young asked if the Citizen Water Committee was recommending all five projects and if they wanted
33 the city to bond.
34

35 Steve Burrows restated that they recommend completing all five projects, which would include a schedule for
36 funding. They are not experts in funding options. The water experts have said what needs to be done and
37 the Citizen Water Committee has focused on PI for now.
38

39 Andrew Young said the experts' recommendations have been mentioned but he thinks it is more like one expert.
40 He asked about getting additional recommendations from other experts.
41

42 Mayor Merrill said that Jeff Davis is also on the water committee. He works for a different firm and agrees with
43 the Horrocks' recommendations. Thayne Clark, who works for Bowen Collins, was also at the water open
44 house and concurred with the suggested projects. The mayor understands that the council is concerned
45 about the total cost. If the projects come in under budget it will free up funds for other endeavors. If the
46 totals are higher, we will have to find the money.
47

1 Steve Burrows said it is not a question of if the projects need to be done. We just need to send out an RFP for
2 the best solution and price.

3
4 Sarah Blackwell asked how soon we could start and if any projects could be done in tandem.

5
6 Mayor Merrill said Steve Burrows has had numerous meetings with Shane Sorensen. We should start by sending
7 out a request for an RFP for the design, gather bids for the project, and then we can get started. It will be a
8 long process so she would like to begin soon.

9
10 Sarah Blackwell asked if we bond for \$9M and start the two top priority projects, how do we plan to do the
11 rest?

12
13 Mayor Merrill said that because we are a small city our staff will need to be heavily involved. We should get
14 started and see what we can do. She thinks the council recognizes the need to move forward, and this is
15 urgent. Just like with the significant staff participation in the fire station project, Shane and Jason will be
16 heavily involved with these PI projects, along with their other duties. We already own the land for the
17 Heritage Hills well and have a right-of-way for the 400 West project.

18
19 Shane Sorensen mentioned that the city saw the opportunity to purchase the Heritage Hills Well property several
20 years ago, and staff are always looking for such prospects. The Page property pipeline is another example.

21
22 Mayor Merrill said she appreciates Shane's expertise in engineering so he can identify these opportunities. He
23 has also managed the city budget in a fiscally conservative manner so we can take advantage of these cost-
24 saving events. We must have funds available in order to act.

25
26 Jessica Smuin said that if it will cost more for the other projects in the future, why would we wait? Why not
27 approve all five projects now?

28
29 Mayor Merrill said that the first two priorities will have the biggest effect, and we feel good about our chances
30 to get a grant for the low zone tank expansion.

31
32 Shane Sorensen added that we should also consider the residents' tolerance for a rate increase. If we double the
33 user rates, we could do all five projects.

34
35 Jessica Smuin said if we are going to make decisions based on projected construction cost increases, it does not
36 make sense to delay anything. If we do, we might have to come back in two years and triple the user rates.
37 She thinks we should move forward on all five projects without doing it piecemeal.

38
39 Mayor Merrill reiterated that the first three projects are the most important. We feel confident about receiving
40 a grant for the low zone tank expansion. The other two projects are less than \$1M, and she is optimistic
41 that we might be able to do those without bonding.

42
43 Sarah Blackwell asked if there would be an advantage in bonding for \$10M so we could move ahead with all
44 the recommendations. She would rather not wait until the well is built to do the other projects.

45
46 Mayor Merrill said that the council can consider that.

1 Jessica Smuin said she did not understand the hesitancy. We have a committee that has said we should do Phase
2 1, and experts say we should do Phase 1.

3
4 Mayor Merrill said we will need to pay the fees for the RFP and the expensive design process up front because
5 we will not be able to get the bond in time.

6
7 Shane Sorensen said that a private placement bond can take approximately 60 days and a market bond can take
8 about 90 days to issue. He commented that the PRV project could likely be paid for with enterprise funds.

9
10 Chrissy Hannemann suggested that we use the General Fund for these expenses and then pay it back when we
11 get the bond.

12
13 Sarah Blackwell asked for a timeline on the projects.

14
15 Shane Sorensen said that the 400 West boosters could take about a year, the well would be about two years, and
16 the storage tank expansion about a year. The PRV project would take approximately six months, and the
17 start date would depend on the consultants' schedules.

18
19 Andrew Young asked about the increased cost per resident.

20
21 Shane Sorensen said we cannot calculate that until the council decides on the approved projects. He explained
22 that when the city received COVID money several years ago, we remodeled the entrance to City Hall. Staff
23 recommended also drilling the well, but when that did not happen the funds were put into the Capital
24 Improvements Fund. Part of the \$8M balance is from that money.

25
26 Andrew Young said that these projects are for a centralized system. Our aquifer is going down and residents
27 want a solution. He thinks the money is going to other things, like the fire station remodel and employee
28 raises. This is a generational decision, and with our population decreasing, he does not think we can sustain
29 this. He hopes for a different funding mechanism. He is in favor of raising the user fees and completing
30 the projects one by one.

31
32 Mayor Merrill calculated that for a \$9M 20-year bond at 4 percent with 3,000 households in Alpine, the cost
33 would be \$18.17 per month. For a 25-year bond it would be \$15.84.

34
35 Andrew Young said he realizes those are small amounts, but residents are being hit with fees from every side,
36 electricity, property taxes, and insurance. He remembered a developer saying he would partner with the
37 city and pay for the well.

38
39 Shane Sorensen clarified that the developer offered to contribute to the well, not to carry the whole cost.

40
41 Andrew Young said he is in favor of different solutions than what the experts have brought up. They are trained
42 and modeled in a certain way where they miss other options. The people Andrew has spoken with have
43 said the solution is long-term storage or reservoirs. Because that is not possible, we can use disseminated
44 storage. It would be way cheaper and would double the reservoir storage we have. This solution would be
45 having tanks at people's houses. This can be done immediately. We would not just pull from the aquifer
46 but would pull from snow and rain and they can fill them with their hoses. The tanks are \$2,500 each and
47 if you buy a lot of them, they are \$2,000. Andrew hopes the council will be in favor of buying 70 to install

1 as a test. These tanks are actually mandated in California for wildfires. People could add as many as they
2 wanted. This is the wave of the future versus a centralized system.

3
4 Andrew does not see a path forward unless we can fix the Alpine Elementary neighborhood pressure
5 problem, as they do not have good water pressure even in wet years. He cannot support the \$9M bond.
6

7 Chrissy Hannemann said that regarding debt, the people who pay for it are the ones who benefit from the
8 projects. Zions Public Finance can tell us for every \$1M how much it will cost per resident. This could
9 help us decide if we want to do just the first phase or all of the projects. She appreciates the in-depth
10 discussion about the issues. Because all the residents are paying into the system, we are obligated to bring
11 equity to them. Chrissy lives at the bottom of the low zone and does not have any pressure issues, but she
12 thinks asking her neighborhood to help fund the projects is completely fair. She is open to grants or bonds
13 because our overall purpose is to provide equity to all residents, including those who will build on approved
14 lots. They should get the same level of service as the rest of the city. She appreciates the time and effort
15 that went into generating the reports.
16

17 Jessica Smuin said she does not want the PI projects to be done in lieu of addressing culinary needs. If we are
18 going to follow the experts' guidance on PI, we definitely need to adhere to their guidance for culinary as
19 well. If we are moving forward, we need to do so confidently and provide equity across the whole city.
20

21 Brent Rummler said he agreed with Sarah, Jessica, and Chrissy about doing Projects 1, 2, 3, and 5 and waiting
22 to see if we get a grant for Number 4. He is personally averse to borrowing but understands the need to do
23 so in a government setting. We are concerned about a \$15-20 per month increase in user fees, but if we
24 wait to raise all the money, it will cost 50-100 percent more for the entire project. We must be able to
25 complete projects in a reasonable amount of time. Waiting is not an option. This is a prime example of
26 when we should bond. The cost will be lower than in the future, and we can spread the payments over
27 years.
28

29 Mayor Merrill summarized that she likes the fact that a bond means the people who are using the system will
30 help pay for it.
31

32 Sarah Blackwell asked if we plan to have a work session about the culinary system.
33

34 Shane Sorensen said that we will, and asked council members to email him with their questions.
35

36 **Motion:** Brent Rummler moved to adjourn the meeting. Jessica Smuin seconded the motion. The motion passed
37 unanimously.
38

39 The meeting adjourned at 1:57 pm.

ALPINE CITY COUNCIL WORK SESSION

August 25, 2026

Mayor Carla Merrill called the Work Session to order at 4:08 pm.

Attending: Brent Rummler, Sarah Blackwell, Andrew Young, and Chrissy Hannemann

Staff: Shane Sorensen, Caden Lyon, Jason Judd, Steve Doxey, and DeAnn Parry

I. WORK SESSION

A. Lovell Development Group Development Agreement

Shane Sorensen explained that the Lovell Development Group has approached the city with a proposal to enter into a development agreement for the properties with serial nos. 11:054:0449 and 37:280:0001 on the south side of Healey Boulevard and west of the Healey Well. The properties are located in the CR-40,000 zone. The proposal includes developing five lots with the lots fronting on a private road. Private roads are not currently allowed in the Alpine City Development Code (DCA), other than in senior housing developments. In addition, all lots are required to meet the frontage requirements on a public street. The developer is seeking an exception to these provisions through a development agreement. The developer has also looked at a four-lot plan where all lots would front on Healey Boulevard and would not require a development agreement, since all provisions of the city code could be met. The five-lot plan is preferred.

The transportation plan shows Healey Blvd as a collector road with increased traffic, like Ridge Drive. We do not have restrictions on residents backing out of driveways on collector roads like we do on arterial roads, but this five-lot plan would prevent backing onto the busier street.

Utah State Code allows a city to grant exceptions to city code requirements through a development agreement, with the requirement that the development agreement goes through the same approval process required for adopting a new land use regulation (i.e., Planning Commission public hearing and recommendation and a City Council public hearing). This is outlined in Utah Code Ann. §10-20-508 as follows:

- (2) (a) A development agreement may not:
 - (i) limit a municipality's authority in the future to:
 - (A) enact a land use regulation; or
 - (B) take any action allowed under Section 108-84;
 - (ii) require a municipality to change the zoning designation of an area of land within the municipality in the future; or
 - (iii) allow a use or development of land that applicable land use regulations governing the area subject to the development agreement would otherwise prohibit, unless the legislative body approves the development agreement in accordance with the same procedures for enacting a land use regulation under Section 10-20-502, including a review and recommendation from the Planning Commission and a public hearing.

Following is an excerpt from DCA 4.04.080 regarding limitations and prohibitions for development agreements:

- 4. Limitations and Prohibitions. A development agreement under this section shall not:
 - a. Limit the city's authority in the future to enact a land use regulation or take any action allowed under 10-8-84 of Utah State Code (as amended);
 - b. Require the City to change the zoning designation of an area of land within the City in the future; or
 - c. Contain a term that conflicts with, or is different from, a standard set forth in an existing land use regulation that governs the area subject to the development agreement, unless the City Council approves the development agreement in accordance with the same procedures for enacting a land use regulation under 10-9a-502 of Utah State Code (as amended), including a review and recommendation from the Planning Commission and the conducting of a public hearing.

- d. The City shall not require a development agreement as the only option for developing land within the City.
- e. The City shall not require a development agreement as a condition for developing land within the City if the proposed development otherwise complies with the City's applicable ordinances and provisions contained within Utah State Code (as amended), the proposed development is an allowed or permitted use, or the City's land use regulations otherwise establish all applicable standards for development on the land.
- f. The City may not restrict the type of crop that may be grown in an area that is zoned agricultural or assessed under 59-2-5 of Utah State Code (as amended)
- g. To the extent that a development agreement does not specifically address a matter of concern related to land use or development, the matter of concern shall be governed by 10-9a of the Utah State Code (as amended) and the applicable land use regulations in this code.
- h. *[missing in the code]*
- i. The City may submit to the County Recorder's Office for recording a fully executed agreement or a document related to code enforcement, a special assessment area, a local historic district boundary or the memorializing or enforcement of an agreed upon restriction, incentive, or covenant. The City shall not cause to be recorded against private real property a document that imposes development requirements, development regulations, or development controls on the property, restricts ...*[missing in the code]*

Item 4.c. states that if anything conflicts with the city ordinance, that issue would be required to go through the process of a code amendment, which would involve the Planning Commission and City Council.

As part of this proposal, the developer would provide the following to the city:

- A 15-foot-wide storm drain easement along the south and west boundaries of the development.
- A 15-foot-wide waterline easement along the east boundary of the development.
- The developer is proposing to install a storm drain line and pressurized irrigation line within the easement, with the city reimbursing the developer for the cost of the improvements, less a \$100,000 contribution from the developer towards the cost of the improvements.

These improvements are desired by the city. The storm drain line would help cure a drainage issued that has been a problem in the past for the city property to the east. The pressurized irrigation line would complete a portion of the master planned 24" line in the irrigation system. This action would avoid utility conflicts and allow the city to run the pipe to the west side of the building.

The following list of perceived benefits for the 5-lot plan was provided by developer:

We continue to believe the private lane concept provides several meaningful benefits when compared to the traditional four-lot layout, including:

- *Reduced driveway cuts along Healey Boulevard, improving traffic flow and safety.*
- *Improved ingress and egress through a consolidated access point.*
- *A cleaner and more attractive streetscape.*
- *Enhanced frontage landscaping and improvements that would be privately maintained.*
- *Additional infrastructure benefits to the city through the proposed storm drain and water line easements.*
- *A planning outcome that we believe better fits the property while minimizing impacts to the surrounding neighborhood.*

Additionally, it is important to note that the proposed storm drain and water line easements would not be provided under the traditional four-lot code-compliant layout. We believe the Development Agreement approach creates an opportunity for the city to receive meaningful infrastructure benefits while also achieving what we feel is a superior planning outcome for the property and surrounding neighborhood.

The draft development agreement included in the packet includes some comments from Steve Doxey's review. This is not meant to be all-inclusive but can be used as a starting point if the council wants to consider this property being developed with a development agreement. Staff agree with Mr. Doxey's comments.

Brent Rummler said he researched reasons that a city would not allow private roads. Some of those are:

- Public streets are systematically maintained - *This is more like shared driveway or pipe stem.*
- Emergency access – *If the plan is adequate for Emergency Services this will not be an issue.*
- No through traffic - *Public access is not applicable here.*
- Financial protection for homeowners (usually an HOA) - The street cost can be a shock to homeowners when they learn that they have to pay for it - *The owners here would know about the private road ahead of time.*

Brent has seen these pipe stem driveways work in other areas. Not having four driveways exit on Healey Blvd is also a benefit. Westbound traffic moves quickly so one ingress/egress is preferable.

Sarah Blackwell asked several questions:

- Will the neighborhood be gated?
- Why a private road instead of a PRD?
- Is the easement in the backyards?
- What are the total estimated costs?

Brent Lovell, Developer, said that it is not planned to be gated and the homeowners will have an HOA. It is not proposed as a PRD because they wanted to have larger lots (above 40,000 sf). The easements will be in the backyards and will be disclosed to the owners. Costs are not yet known.

Shane Sorensen explained that one provision in the development agreement is that their contractor will do some of the city utility work. Our attorney review brought up a few questions about the procurement process and required government bids, which could affect the cost of the project.

Sarah Blackwell said she likes getting something that will benefit the city and wondered how often we get requests for private streets.

Shane Sorensen responded that last year we had one other private street request, and development agreements are new to Alpine except for senior housing areas. This property came on the market in the last few months, and four parties have approached staff about it. The water line is the most important of the two improvements, if we can work out the terms and financial elements.

Mayor Carla Merrill confirmed that staff are planning ahead for the water line, which is the first priority. The storm drain is second, if we can work it out.

Chrissy Hannemann felt that the advantages outweighed the disadvantages.

Andrew Young said he has talked to nearby residents, and they do not want the city to make exceptions. This neighborhood has had a lot of bizarre things happen. They are reeling from it across the street up the road. We recently approved an exception to a four-sided lot. It is not just this neighborhood, but the two surrounding neighborhoods are asking how it was allowed. He asked Brent Rummler how he would handle this because it is so against code.

Brent Rummler responded that land use is not an exact science and no ordinance is perfect. So generally, you have exceptions within the ordinance for additional uses and other issues. Not every property will fit perfectly in the code. The developer benefits by being able to sell an additional lot, but the residents will have the burden to maintain the road and plow the snow. Alpine has an ordinance about no private roads, but this is really a shared driveway. Brent does not think it will negatively impact the nearby residents. Motorists driving on Healey Blvd would likely want one entrance instead of four driveways, which is a significant safety issue. This may not have been explained to the neighbors. When unforeseen issues come up, that is the reason for exceptions.

Mayor Carla Merrill mentioned a similar situation in the North Point subdivision and said that a road and a drive are essentially the same. The city benefits because this will save us money and give us access for utilities, and the water and storm drain easements are important. She wanted to know how firm the developers were on the \$100,000 contribution and if was negotiable. She also commented that the city may be able to partner with them for excavation or other work.

Brent Lovell responded that everything is negotiable because they are developers. Their attorney suggested they have a plan to help the city. They are happy to give the easements plus the \$100,000. More than that might be challenging as they also have to build a private road. Mr. Lovell said they can develop cheaper than the city because they do not have the government bidding requirements. They offered to do some of the work as an incentive for the city to partner with them. They also think one drive instead of four is preferable.

Shane Sorensen said if this development moves forward, we can use the construction costs from the fall 2025 projects for comparison.

Andrew Young confirmed that Lovell Development owns the land. He also said that Alpine residents come in and pitch for things. Our City Administrator and attorney have spent a lot of time on this agreement, and the residents deserve the same amount of time.

Brent Lovell clarified that his attorney drafted the development agreement, not the city.

Andrew Young suggested that council talk to the neighbors. They are not pleased with the recent discussions and elections are coming up. We represent the residents.

Brent Rummler said that typically, conservative people in a conservative state err on side of the landowner. The city can impose restrictions on people's land use, but they have to be reasonable. Zoning and land use should also consider the public benefit. Utah law says to err on side of the landowner when the law is ambiguous or when there is not significant public benefit. Brent did not see a public benefit in denying this development.

Mayor Carla Merrill said that if the developer were asking for half-acre lots it would be different. These are over 40,000 sf, which is larger than what is required in the zone.

B. Detached Accessory Dwelling Units (ADUs)

City Planner Caden Lyon said that because Senate Bill 284 was approved, Alpine City is required to have a detached accessory dwelling unit (ADU) code adopted by October 1, 2026, to meet new State requirements. Staff and the Planning Commission have twice discussed different options for ADUs, but nothing has yet been sent as a formal recommendation to the City Council. Since our timeframe is growing short, we are overlapping the ADU discussion between Planning Commission and City Council and are looking for direction from the council.

The motion to table from the Planning Commission was as follows:

MOTION: Planning Commissioner John MacKay moved to Table the proposed amendments to the Development Code for Detached Accessory Dwelling Units for staff to rework language as such:

1. Language from the Holladay City ordinance specifically to include:
 - a. Purpose Statement.
 - b. Minimum rental term of 90 days.
 - c. Require a rental license as required with current interior dwelling units.
 - d. Incorporate dwelling occupancy language.
 - e. Include a footprint for lots:
 - i. Minimum is 300 square foot building footprint
 - ii. 0 – 10,000 sq ft lot 800 sq ft building footprint
 - iii. 10,001 – 20,000 sq ft lot 900 sq ft building footprint

- iv. 20,001 – 40,000 sq ft lot 1,000 sq ft building footprint
- v. 40,001 – and above 1,200 sq ft building footprint
- f. Percent of lot coverage: We want to modify the language to say the total allowable lot coverage is for all permanent structures. Delete everything after the dwelling unit. We're not going to specify excluding outdoor swimming pools, ponds, artificial liners or other water features. We do want to include: Is set forth in the following chart expressed as a percentage of lot size. The percentages will be broken down into four bands:
 - i. Less than 10,000 sq ft 35% Coverage of all Structures
 - ii. 10,001 – 20,000 sq ft 30% Coverage of all Structures
 - iii. 20,001 – 40,000 sq ft 25% Coverage of all Structures
 - iv. 40,001 and above 22% Coverage of all Structures
- g. Delete from Holladay City the language that falls under Design Standards
- h. Incorporate the conversion of accessory buildings to include a process and criteria for granting exceptions and/or conditional uses that Alpine staff will come up with.
- i. Setbacks will be the same as for an accessory building in the same zone.
- j. The height of an ADU will be modified to a maximum of 25 feet and follow the same criteria as an accessory building in the same zone.
- k. These additional items are to be added to the existing proposed language.

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

Staff recommend that the council provide input into the Detached ADU code language so that the ordinance is ready for adoption by the required deadline of October 1.

Caden Lyon referenced the definition of an ADU from state code and the definition of living space. The Planning Commission recommended having a footprint requirement. Caden felt that a detached ADU should be based on living space instead of a footprint. One main reason is that if a resident wants to reconstruct an ADU over an existing garage, the footprint requirement would not allow them to proceed.

The council and staff held a discussion where the following points were presented:

Rentals & Enforcement - A 90-day minimum initial rental term could be required, but many people want a month-to-month lease option. This issue will need clarification. Residents have circumvented accessory structure rules in the past, which is something to watch for.

Lot Sizes - Lots smaller than 11,000 sf could have an ADU if the city approves. A maximum 800 sf ADU has been suggested for smaller lots. The State only requires one parking space, but the city can require two. This seems more appropriate. A small ADU could have just one space.

Coverage - The Planning Commission wanted to limit lot coverage by structures. This could apply to all structures, not just external ADUs. Holladay City has an impervious surface requirement that depends on lot size, and we may want to adopt one. This code could be for total lot coverage, rather than focusing solely on ADUs. We currently do not require a permit for concrete flatwork, but this could be addressed so we can calculate impervious surfaces.

Density & Views - People should be able to use their land, but neighbors will care about what happens to their view. Residents are concerned about high density housing in Alpine, and external ADUs can fill a housing need in our community without going to high density.

Permits - We can restrict ADUs to one per lot, either internal or external, but this will be hard to enforce. The Building Department will refine their process for accessory apartments to include external ADUs and State reporting. Registered accessory apartment permits help us meet our moderate-income housing goals. Accessory apartment permits or ADU fees are not currently required for family members.

Height, Materials & Setbacks - A height restriction is recommended at 25 feet. Requiring building materials to match the primary dwelling will create a consistent look.

Conversions - We need a provision for legally constructed accessory structures to be converted into ADUs. We can also adjust or eliminate the code that requires an accessory dwelling structure to have a roof connected to the primary dwelling.

Impact Fees - ADUs are required to connect to the same meter as the house, so impact fees are a concern. Currently we cannot add additional fees for internal units. This will need more research.

Caden Lyon asked council members to look at the exhibits, especially Exhibit D, and send their suggestions and ideas to him as soon as possible. The Planning Commission will need to provide a recommendation at their next meeting on September 1st.

C. Greg & Michelle Smith Plat Amendment

Caden Lyon said the Smiths want to build a wall across the front of their property (10 feet back as required per city code) in order to block traffic sound from cars using the public street in front of their home. Their design requires the wall to be placed in a location that is currently city property dedicated for a pump station. The rough estimate of the wall's location is portrayed in the aerial view below.



The wall as proposed would encroach onto the city pump dedication parcel by abutting the concrete walk-up that provides an entrance into the pump station. Staff are requesting direction from the City Council as to whether there is interest in providing a way for the property owners to build their wall as desired.

Homeowner Greg Smith was invited to the microphone, and the council and staff held a question-and-answer session.

Q: Why does the proposed fence not follow the property line?

A: Greg - A sound wall must be continuous, and there would be a 14-foot gap if it stopped at the city property.

Q: Can the wall be curved?

1
2 A: Greg – It cannot be curved and maintain the sound barrier. There were only 18 homes in Box Elder
3 when they moved in. Now there are many more homes and the traffic is bad. They would like to acquire
4 part of the city property (470 sf or 0.01 acres). This section looks like part of their front yard, and the
5 city is only using half the space. He knows it is complicated because of the rules governing disposition
6 of public property.
7

8 Caden Lyon directed the council to the PowerPoint pages in the packet to explain the process for
9 disposing of city property or allowing an easement.
10

11 Q: Will the existing retaining wall remain in place?
12

13 A: Greg – Yes, they would build up to the retaining wall and follow behind the pump house. There will be
14 an opening for the driveway with gates.
15

16 Q: If the city is not comfortable selling the property what about an easement?
17

18 A: Greg – The pump house is at the edge of Lambert Park so there is plenty of room if the city wants to
19 expand it to the west. The Smiths would prefer to buy the land. They do not think it would require an
20 auction because of the small size. There are no utilities in that space.
21

22 Q: What is the public benefit of doing nothing, granting an easement, or selling a piece of the land?
23

24 A: Shane Sorensen – We do not know what the future will bring and very few properties are sold by the
25 city. We once sold a small property and then later needed it for a water line. If the council is comfortable
26 with an easement, we would need a clause that if the city needed the property they could get it back.
27 The wall would have to be moved.
28

29 Q: How do the public works staff feel about the proposal?
30

31 A: Sarah Blackwell received an email saying their concern is about future needs at the pump house. They
32 were opposed to selling the land.
33

34 Q: What are possible complications with an easement?
35

36 A: Jason Judd - If the city needed the land in the future the wall would have to be moved. When pump
37 houses are redesigned, they are always larger to provide water for more people.
38

39 Shane Sorensen commented that this pump station is very small for the Box Elder area. If it were built
40 today, it would be larger.
41

42 Q: How often does a resident ask for an easement?
43

44 A: Shane Sorensen – It is very rare in Alpine.
45

46 Q: Is enlarging this pump house on our list of projects?
47

48 A: Shane Sorensen – The pump house has been expanded once and there is not much room left in the
49 building. The future requirements for this pump station are not known because the standards set by the
50 Division of Drinking Water are constantly updated.
51

52 Q: Would the Smiths be open to an easement with a time buffer of six months to a year?
53

54 A: Greg – If the wall had to be moved closer to the house it would create a blighted home. He did not think
55 the city would want to do that.
56

Shane Sorensen asked the council to send their feedback to Caden Lyon. If two council members support this request moving forward, it can be included on a future agenda.

Shane Sorensen recommended moving Item D – Consideration of PI Bonding to Council Communications, due to the time.

The Work Session closed at 5:41 pm so the council could break for dinner.

REGULAR CITY COUNCIL MEETING

II. CALL COUNCIL MEETING TO ORDER

- A. Roll Call** Mayor Carla Merrill at 6:03 pm.
 The following were in attendance at the anchor location, which constituted a quorum: Andrew Young, Brent Rummler, Sarah Blackwell, and Chrissy Hannemann. Jessica Smuin was excused.
 Staff: Shane Sorensen, Caden Lyon, Steve Doxey, Chief Brian Gwilliam, Chief Brian Patten, and DeAnn Parry
 Others: Brett Lovell, Garrett Schmidt, Michelle Smith, Greg Smith, Jon Hanks, Steve Burrows, Robert Hanson, Addy Squires, Isabel Squires, Ellery Squires, Julianne Rowley, Kristen Trelz, Elizabeth Willison, Rebecca Burnett, Darlynn Tolman, Monica Shipp, Emily Wayment, Bonnie & David Parker, Julie P. Scott, Carla Sleight, Siera Olson, Wayne Sleight, Richard Munford, Victoria O'Hare, Jenny Bautista, Karen Munson, Michelle Shumway, Taylor Shumway, Lexi Shumway, Isaac Platter, Ardice Lorscheider, Lon Lott, Madya Potter, Sarah Zylstra, Kent Parry
- B. Prayer** Chrissy Hannemann
- C. Pledge** Sarah Blackwell

III. CONSENT CALENDAR

- A. Approval of Minutes of July 28th City Council Meeting**
B. Approval for Purchase of Toro Lawn Mower, Wilkinson Supply: \$68,626.77

Andrew Young said he would like to see comparisons for equipment like lawnmowers, and he wants information about which fund will pay for it.

City Administrator Shane Sorensen said that the fund information is in the approved budget. We also sold some used park equipment as surplus that generated around \$21,000 to help offset this new machine.

Motion: Brent Rummler moved to approve the Consent Calendar. Chrissy Hannemann seconded the motion. There were 3 yes votes, 1 no vote, and 1 excused, as recorded below. The motion passed.

Yes

Sarah Blackwell
 Chrissy Hannemann
 Brent Rummler

No

Andrew Young

Excused

Jessica Smuin

IV. PUBLIC COMMENT

Julie Scott – Moyle Drive, Alpine

Julie wanted to request stop signs at Grove Drive and Alpine Blvd. Grove Drive has so many houses that it has become a thoroughfare. There is so much traffic and only a few places that have a 4-way intersection. She sees many people walking and biking on this road. It would be good to have 4-way stop at this intersection, with sidewalks and crosswalks. This is really important and she would like to see it happen.

Isabelle Squires – Grove Drive, Alpine

Isabel is on the Mountainville Academy (MVA) student council. She is sad because she cannot be at the park for pickup. The park is a safe open space, and it is easy to find your parents' car. Kids are safe on the grass from vehicles. If it rains, there is a gazebo or the pavilion. The city did not ask them about their opinions on the traffic. Maybe we can still come up with a solution. Going to the park is the highlight of her day.

Elizabeth Willison – May Circle, Alpine

Elizabeth came to City Council a year ago with a concern that there was not a speed limit sign on the south of MVA. She is grateful that this was fixed. She loves the new crosswalk location and thinks it improves safety. It would help alleviate the traffic problems if parents could stop at the park. This will help parents coming from north Alpine to stop before they get to the school area. She appreciates the safety improvements.

Julianne Rowley – Ponderosa Drive, Alpine

Julianne is an employee at MVA and wants a win-win situation with the parking. She loves the new crosswalk and thinks it will help a lot, and the new signs and flashing lights keep students safer. The MVA staff are constantly talking about traffic issues, and she appreciates that the city is working on it. She read a report that recommended Legacy Park as a dropoff and pickup area for students. She also read about safety concerns. She thinks Legacy Park is the best option, as there have not been any safety incidents there. She asked the council to please reopen Legacy Park as a location.

Addy Squires – Grove Drive, Alpine

Mountainville Academy tried to do a win-win by joining a task force about the traffic. The city made decisions unilaterally in ambush before school started. This is a win-lose mentality. It does not make sense to have the north residents join the south traffic. The city communicated that pickup should move to Red Pine Drive. The traffic report said that this option should require a trial period with communication, collaboration and cooperation. The city did not do that but just put up signs. The municipal code requires that the governing body decide where signs go. Council should follow their own rules and take appropriate action. City parks hold a historic place in our constitutional rights to peaceably assemble. She asked the city to reconsider the placement of no parking signs.

Monica Shipp – Grove Drive, Alpine

Monica wanted to talk about road improvements on Grove Drive from Alpine Blvd to Heritage Hills Drive. A child was hit there five weeks ago. Thankfully, they are recovering and doing better now. Her concern is that people are driving faster than 25 mph. Dump trucks, construction workers, and people rushing to Lambert Park are all speeding. The city conducted studies about a 4-way stop (maybe in 2022 or 2023) and did not install one. Since then, we have had significant growth in the population north of Grove Drive. She hopes we do not wait for another accident and requested that the council consider a 4-way stop. Curb and gutter would be great also, as would any traffic calming measures.

Karen Munsen – Pleasant Grove

Karen lives in Pleasant Grove and has a child who attends MVA. She feels it would be best to get the cars off Main Street. The current traffic blocks resident access and parents coming from neighboring cities. She cited the example of Sunrise Elementary where they installed a sidewalk between the homes so students could walk to another area for pickup. She thinks this would work well on 200 South or Red Pine Drive. Faster pickup would remove congestion on Main Street, and a sidewalk could help students get to another road safely.

Michelle Shumway – Hawthorn Court, Alpine

Michelle attended to comment about golf carts. She feels strongly that they are good for our community. We have traffic concerns and golf carts are a solution. Lots of residents have them. They slow down traffic and are safer for dropoffs and pickups. She proposed that the city have a trial period to see how it works.

Sarah Zylstra – Campfire Circle, Alpine

Sarah agrees with Michelle. Golf carts help us make memories with our kids, take them to games, provide a small city feel, slow things down, provide fun for families, and get us out in the fresh air. Golf carts help families with special needs children interact with their neighborhoods. She misses being able to use their golf cart and socialize.

V. REPORTS & PRESENTATIONS

A. Report on Golf Cart and Fiber Survey Results

Caden Lyon reported that the city sent out a general information survey in July about golf carts and internet fiber. There were five questions about golf carts and one about fiber. Responses were submitted by 650 residents.

The survey results are statistically valid. It was published in the *Newsline* in early July, there were multiple social media posts, and it was emailed to every address in our system (2,500 houses). It was also filtered to allow only one response per device.

Golf cart questions:

1. How supportive are you of allowing golf carts to operate on designated public streets within the city? (146 strongly support, 78 somewhat support, 63 neutral, 107 somewhat oppose, 230 strongly oppose)
2. What do you believe are the primary benefits of allowing golf carts in your community? Select all that apply. (251 no clear benefits, 267 neighborhood mobility, 220 recreation/lifestyle, 138 environmental benefits, 91 reduced traffic congestion, 26 other)
3. What concerns do you have about allowing golf carts on public roads? Select all that apply. (68 no concerns, 342 road sharing conflicts, 273 enforcement difficulty, 467 driver behavior, 329 traffic accidents, 285 pedestrian safety, 142 other)
4. What street do you live on in Alpine? (Streets all over the city were represented.)
5. What is your age? (1) less than 18, (7) 18-25, (28) 25-34, (100) 35-44, (167) 45-54, (143) 55-64, (167) 65+

As staff reviewed the “other” responses, they found that many people who clicked on benefits actually wrote in a concern. The largest worry was under-age driving.

Fiber question: How likely is it that you would switch to CentraCom Fiber from Comcast if it was available as an option in Alpine City? (58 very unlikely, 27 somewhat unlikely, 101 neutral, 122 somewhat likely, 314 very likely)

Mayor Carla Merrl said that she and Shane Sorensen are working with the new president of CentraCom to encourage them to come to Alpine. During the pandemic we found that residents need high-speed internet here. We currently have one provider and receive lots of complaints about rate hikes and unreliable connections. She has talked with many fiber providers through the years and CentraCom specializes in smaller cities.

CentraCom is fiber to the home and allows up to 11 gigs per connection. For one gig up and down the rate is about \$74 a month and has not changed much over the years. If we can find an additional option, it is always better for pricing if there is competition.

There will be no infrastructure cost to the city. (Most other companies wanted a \$2M-\$4M payment from the city.) CentraCom plans to start with the underserved residents first so they can see high success. Alpine schools and City Hall are already using CentraCom, and the new fire station will join them. CentraCom will not tear up roads because the easement is in the right-of-way behind the sidewalk (like Utopia Fiber).

Mayor Merrill commented that this is a great survey response for a city of our size. She reminded the council that two members are required to collaborate if this item is proposed for a future agenda.

Andrew Young commented that everyone is against kids driving golf carts. The study was not clear that kids will not be allowed to do that, only adults with a driver license will drive. The people behind this initiative may want to educate their neighbors.

B. Financial Report

Shane Sorensen reported that we are one month into the new budget year. We received the last sales tax distribution for FY2026, which was a 2.76 percent increase over the previous year. It is good to see this growth. The city will begin our audit next week and Dave Sanderson does a great job as our Financial Director. Shane clarified that some funds may show unusual spending early on. Insurance is an example, as it is at 80 percent because payments for the entire fiscal year are due in July. Our largest project, the fire station, is well underway, and we will see regular monthly payments of around \$250,000 going forward.

C. Report on Community Wildfire Preparedness Plan (CWPP)

For the last approximately 18 months, the Lone Peak Fire Department (LPFD) has collaborated with Highland City, Utah Forestry, Fire and State Lands (FFSL), and other local, state, and federal stakeholders to update our Community Wildfire Preparedness Plan (CWPP). The plan identifies wildfire risks present in our community, outlines mitigation strategies, and recommends ways to improve community preparedness. The city is required to have CWPP in accordance with the cooperative agreement that was approved as Resolution R2026-23 in May of 2026. With this agreement, the state will cover most of the funding for fighting wildfires in the city. The CWPP is required to be updated every five years. Having an up-to-date CWPP should increase grant opportunities for the district and city.

Fire Chief Brian Patten reported to the council. For our Cooperative Wildfire System (CWS) we keep a current Community Wildfire Preparedness Plan (CWPP). We can count in-kind work, equipment purchases, and mitigation projects toward the cost of the CWS. This gives us a type of insurance with the state. If we have a wildfire in Alpine the state will cover most of the costs. One VLAT drop (thousands of gallons of fire retardant dropped from a Very Large Air Tanker) can cost around a million dollars. We have to keep our CWPP current at all times. If it is robust and detailed it also helps us apply for state or federal grants.

The council and the chief discussed the following:

Grant applications – These can be submitted as soon as they are ready. We need a skilled grant writer.

Wildland mitigation – The north border of Alpine is mostly public open space. It would be great if we could continue the mitigation that began last year in the Three Falls area and continue to the east benches. Private landowners in Three Falls gave permission for mitigation crews to have access through their land.

Andrew Young had questions about his proposal. Chief Patten said they could discuss it offline.

Sarah Blackwell suggested a community education night on the best ways to mitigate fire danger.

Chief Patten said Chief Jake Beck would be the best one to present this information.

Mayor Carla Merrill explained that the fire crews conducted mitigation on public lands last year. Draper had additional funds toward mitigation efforts, so they continued over the mountain to the Alpine side. Three Falls residents have done their own mitigation work, and Jason Jones has guided them in following the Forest Service, county, and state recommendations.

Alpine's wildfire risk – Chief Patten referenced several maps and said that 98 percent of cities in the U.S. have a lower risk than we have. Alpine is beautiful and has lots of open spaces, which also means that there are many areas where fire can travel. In urban neighborhoods, fire travels from trees to shrubs and from house to house. Our CWPP is important because it identifies the high-risk zones. It is very hard to suppress fire on steep slopes with limited access. Residents can check their wildfire exposure on the Utah Wildfire Risk Assessment Portal (UWRAP) by entering their address.

Watershed implications - Contaminants from a wildfire can enter the ground water. There is also a large potential for mudslides and flooding afterwards. The best way to protect our watershed is to prevent fires.

Mayor Carla Merrill asked Chief Patten to contact Draper City about their grant writer.

Shane Sorensen added that funds were allocated in the budget for fire mitigation.

D. Citizen's Water Committee Report

Steven Burrows, Water Committee Chair, reported that we are two-thirds into the Pressurized Irrigation (PI) water year. He appreciates staff members Heidi Smith, Shellie Slade, Don Quigley, and Carolyn Riley for their help. He and Clyde Stauffer come to the city office every Monday to call residents who have leaks. They are also trying to increase the number of residents who have the Eye on Water app.

The committee's goal is to decrease total PI utilization by 25 percent, and this will continue into next year. So far, total water use is down 11 percent. The first few months focused on education, restrictions, guidelines, and conservation. This is an experiment on what can be accomplished with information and education. They want to get to where use does not exceed supply. The committee will also recommend ways to understand our supply and make adjustments. We are all hoping for a good snowpack this winter.

Steve explained that the Eye on Water (EOW) app is provided at no charge by the city. Forty-four percent of our residents currently have it, but only 39 percent of those with leaks have it. Enrollment is growing gradually. Steve and Clyde decided to set up a booth at Alpine Days on Friday and Saturday to reach out to people as they walked by. They talked with around 100 people and 50 households signed up for EOW. Half of those who already had the app did not know how to use it. They also helped residents with software issues and education.

Another large project is notifying residents who have leaks. A leak is defined as 24+ hours with continued water use. Currently there are 608 households with culinary or PI leaks. The goal is to have that number reduced to less than 500 in October. They want people to be able to repair PI leaks before the water goes off in October.

Steve said that the committee supports the funding of the recently discussed deficiency correction projects for culinary and PI water, and they want to help figure out enforcement processes for responsible water use. Steve is working with Clyde Stauffer and Heidi Smith to automate the notification of leaks. They also want to notify schools, the city parks, and agricultural users if they have leaks, and follow up weekly.

Very few residents have been recalcitrant about leaks and most try to figure them out quickly. The committee is pleased with what has happened and is working towards a 12.5 percent reduction by the end of the season. We will need a multi-faceted approach with education, restrictions, efficiency, and enforcement so we do not exceed our supply.

Mayor Carla Merrill thanked Steve Burrows and Clyde Stauffer for their great work at Alpine Days.

VI. ACTION ITEMS

A. Public Hearing: Sales Tax Bond for Fire Station

Shane Sorensen reported that the fire station addition and community center project is under construction. A portion of the project was planned to be funded through cash reserves and donations, with the balance being funded by a sales tax revenue bond. The City Council adopted parameters Resolution R2026-26 at the June 9, 2026, City Council meeting. Holding a public hearing is one of the last steps in the process prior to finalizing the issuance of the bond. A calendar of events was included in the packet.

Mark Anderson from Zions Public Finance was available online to answer questions.

Public Hearing

Mayor Carla Merrill opened the public hearing at 7:13 pm.

With no public comments, the mayor closed the public hearing at 7:14 pm.

B. Approval of Fire Station Exterior Building Materials

Shane Sorensen said that at the weekly fire station progress meeting on August 20, SIRQ requested approval of the brick and CMU materials. They indicated they are currently seeing a 12-16 week delivery time for brick materials, depending on the specific brick. The CMU material has a shorter delivery time and is less critical since it will be painted. The current schedule shows installation of the CMU material on September 10 and the brick on November 10.

SIRQ, in cooperation with Babcock Design, planned to provide actual samples of the exterior building materials prior to this meeting so they could get approval and keep the project on schedule. However, delivery times have improved and SIRQ is still gathering samples. They plan to have the samples available to the council on the Friday before the next meeting so council members will be prepared to make decisions.

C. Approval of Sculpture Garden Plan

Shane Sorensen reported that the Heritage Arts Foundation has prepared planting, irrigation, and lighting plans for the proposed sculpture garden project for the review and approval of the City Council. There will be some minor changes required due to some conflicts.

Following is a list of known issues:

- There is an outside utility closet at City Hall which has concrete flatwork in front of it. The plan shows trees being planted in this area. Addressing this item would be a minor change.
- The plans show landscaping where the generator and dumpster enclosure for the fire station are located.

Bob Hanson with the Heritage Arts Foundation attended the meeting to provide a brief presentation. The packet included the plans referenced above. Bob told the council that he has met with two households, and has a 56 percent donation for their campaign goal pending at this time. He is confident that they will be able to get the necessary funding.

Bob explained that the current plans show the gazebo height at about 20 feet 2 inches. Safety of the stained glass has been a question. Tom Holdman, the artist, has designed glass for 200 LDS temples. This glass is designed to withstand hurricane force winds. It is not indestructible, but it is strong.

Lon Lott, who was present at the meeting, has been suggested as a part-time consultant /volunteer to work with landscape architect Emily Wayment and the Heritage Arts Foundation. Lon has stated that if he thinks something is bad for Alpine, he will say so. The Heritage Arts Foundation wants to make sure this project is a gift to the city with no regrets.

Bob also addressed the recognition framework. In the original letter of intent there was a page about donor gifts and recognition, but it only focused on the statues. Bob recommended discussing this topic next month at City Council. He also mentioned donor opportunities and a spreadsheet of categories for maintenance and ongoing support. Right now, they are pursuing funding of around \$169,000 per year to help the city care for the garden.

Landscape Architect Emily Wayment said the planting, irrigation, and lighting plans were created with careful thought about our on-going drought and include drip lines so the city can be an example. They

also want year-round planting interest that is maintainable. Lighting would be historical in nature and powered by electricity, as solar lighting can be inconsistent.

The council members and presenters discussed the following points:

- Many plants in the plan are drought resistant. The design also incorporates plants listed on the city website as preferred. Even with deer-resistant varieties, deer may want to graze on the plants so a fence may be needed.
- Some people are hesitant to have the three central 30-year-old trees removed. Emily felt that creating a connected environment was more appealing than keeping tall trees in the middle.
- A list of possible donation categories for ongoing care of the garden will be presented next month.
- Adonis Bronze has many years' experience with safely anchoring statues. The pedestals will be placed deep in the ground, past the frost point, and will be very secure. There have not been any problems with the sculptures currently installed at the Alpine Arts Center.
- The garden is planned for similar plants to be grouped together. This makes it simpler to cut back plants in the fall and take care of other tasks. It will not be maintenance-free but will be maintainable. Members of the Historic Preservation, Arts and Culture Committee may be willing to volunteer to help with maintenance as well.
- The garden site work is now scheduled to start in 2027. The Foundation expects to have 90 percent of the funding by January. This will allow the city to confirm that the money is in place before construction begins.

Shane Sorensen commented that the city does not have a gardener or forester on staff to take care of the details of trimming and garden care. It would be great to have help with this effort.

Mayor Carla Merrill said she would like to see the maintenance plan ahead of time.

Motion: Brent Rummler moved to approve the Sculpture Garden planting, irrigation and lighting plan. Andrew Young seconded the motion. There were 4 yes votes, and 1 excused, as recorded below. The motion passed unanimously.

Yes

Sarah Blackwell
Chrissy Hannemann
Brent Rummler
Andrew Young

No

Excused

Jessica Smuin

D. Approval of Moyle Park Landscape Plan

Shane Sorensen explained that a landscape plan has been prepared showing plant types and locations for Moyle Park. Staff are seeking approval of the plan, with the intent of having the actual installation of the plants as part of the Day of Service which will be held on September 12 this year. Several years ago, the city included the installation of the plants at the roundabout as part of the Day of Service. Many residents seemed to appreciate being involved in a project that had high visibility. Last fall the city installed curb and gutter on site, and the mayor has been working with a volunteer to create a landscape plan for council approval.

Mayor Carla Merrill explained that the volunteer is a master gardener who created this plan for a project in consultation with her advisors. She wants to have something blooming throughout the season. The mayor wanted planting areas that look nice and are low maintenance and drought resistant.

Shane Sorensen mentioned that the new Orem City building has paths with metal borders and hard gravel. They look great and should wear well. We might want to incorporate those paths here.

There are a few other elements of the park improvements that need to be completed. Following is a list of some items:

- Install new perimeter fencing on portions of the west and east sides of the parking area and south of the restroom. There are gates along the alignment to access the backyards of two private properties that potentially need to be addressed.
- Install gravel trail areas connecting the cabins and other features to the pavilion area.
- Install split rail fencing from the historic home over to the area south of the cabins after other landscape features are ready.
- A resident donated two pieces of antique farm equipment that will be placed in the area near the flagpole.
- Painting of stripes in the parking lot.
- Potentially remove one of the two signs at the entrance to the park.
- Potentially remove one or more of the mature trees on the south to improve the site lines to the cabins.

The major focus tonight is to get the planting plan approved so can be part of the Day of Service.

Council members discussed the following:

- The landscaping is a priority because it has been on the table for a while, even though the Parks Master Plan is still being created.
- The city has received a financial donation specifically for this park. These funds will be used for future improvements.
- The Day of Service is a great way to get the community involved.
- Juanita Nield, a direct descendant of John R. Moyle, has approved the plan and said the family wants to help with the planting.
- The original site plan showed 90-degree parking, but the actual parking spaces are angled and parallel.

Suzanne Smith, also a direct descendant, was invited to the microphone.

Suzanne said she visited the park today and Troy Hackett was busy working on the PI system. Her biggest concern is the security of the buildings and preventing vandalism. Valuable artifacts have been donated and are on display in the house.

Several council members commented that they have visited the park and the home has been unlocked. They agreed that better security is needed.

Sarah Blackwell liked the new pathways and mentioned that the east side trails need to be cleared off.

Chrissy Hannemann wondered if the pioneer monument from the North Cemetery should be relocated to Moyle Park, as it seems scattered to spread monuments throughout the city. She also requested the city install at least 6-8 inches of mulch in the planting areas to help with water conservation.

Mayor Carla Merrill explained that this park is to recognize Moyle family history instead of Alpine history in general. The family could be consulted about this though.

Motion: Andrew Young moved to approve the Moyle Park landscape planting plan with the condition that security be made the first priority. There was no second so the motion failed.

Mayor Carla Merrill explained that additional security measures are important and will be installed, however, approving the landscape plan tonight is essential in order to purchase the plants and be ready for planting on September 12. Because security at the park was not listed on the agenda, a motion cannot be made on this issue tonight.

Motion: Brent Rummler moved to approve the Moyle Park landscape plan. Sarah Blackwell seconded the motion. There were 4 yes votes and 1 excused, as recorded below. The motion passed unanimously.

Yes

Sarah Blackwell
Chrissy Hannemann
Brent Rummler
Andrew Young

No**Excused**

Jessica Smuin

I. D. Work Session Item D – PI system report

Shane Sorensen delayed this item during the Work Session, due to time constraints. Shane reminded the council of the various projects that have been discussed regarding bonding for our water systems. A new consideration is the Page property development which is moving forward and very close to approval.

Our Master Plan shows a 24" PI line from Ridge Drive to Red Pine Drive, then along Main Street to 100 South, and then upward. By installing the line through the Page property, it will eliminate the need to dig up asphalt or deal with existing utility lines and will save the city lots of money. Staff believe this should be considered in the projects for bonding. If the Lovell development on Healey Blvd moves forward it should be considered in the same way. We want to choose the least expensive options available to us as a city.

The council and staff discussed the following points:

- These two new projects would be constructed in tandem with the priority PI projects discussed at previous meetings. The new developments will not replace the current priorities but will save the city significant money for installation.
- We are 80-90 percent shovel ready to go from Canyon Crest Road to the Healey Well. The other projects should not take much time to prepare. Engineering is part of the process to get them shovel ready.
- Staff have identified a potential grant that could pay for pipes, and this money would need to be used by the end of the year. We should hear back on this grant soon.
- The rates studies are moving forward, and Shane has a meeting about the culinary water and sewer rates tomorrow. The proposals will come to the council this fall.

Andrew Young mentioned his concerns about the area in the low zone that has experienced pressure problems for a long time. He wanted to make correcting this issue a priority.

Shane Sorensen explained that tonight we are discussing bonding projects, and a pressure reducing valve (PRV) or other measures for this neighborhood would not require a bond. He also explained that PRVs can cause issues because when the valve opens it takes water from other areas. If the water availability is low, this creates additional problems. All the projects listed on our master plan will help all the areas in the city.

Andrew Young encouraged council members to reach out to residents about bonding. He is getting negative responses from residents about more costs. Water is painful but people feel more pain about their budgets. Several developers have reached out wanting to contribute but they also want something in return. Andrew said that the rate study will be helpful, but he would like another route besides rate increases.

Motion: Sarah Blackwell moved to pause the regular meeting and move into a closed meeting to be held in the Conference Room at City Hall to discuss the purchase, exchange, sale, or lease of real property and reasonably imminent litigation, and that at the end of the closed meeting the council will return to the public meeting. Andrew Young seconded the motion. There were 4 yes votes and 1 excused, as recorded below. The motion passed unanimously.

Yes**No****Excused**

Sarah Blackwell

Jessica Smuin

Chrissy Hannemann

Brent Rummmler

Andrew Young

The public meeting was paused at 8:20 pm.

IX. CLOSED MEETING

The closed meeting began at 8:25 pm and ended at 9:20 pm.

The public meeting resumed at 9:25 pm.

Motion: Sarah Blackwell moved to extend the meeting until 9:45 pm. Brent Rummmler seconded the motion. The motion passed unanimously.

VII. STAFF REPORTS

Caden Lyon said they have had good meetings for the Small Area Plan with the Planning Commission and Andy Spencer. He will have the updates ready for the next council meeting and then send the revisions to the consultant. Two public hearings have already been held.

Council members agreed that additional public hearings are not necessary. They requested the draft of the plan be made available a week before the next meeting on September 8.

Caden asked that council members send their edits to him as soon as possible so he can compile the draft by September 1.

Shane Sorensen reported that Heid Smith did a great job at Alpine Days and worked very hard. Because it takes a while to compile all the information, she will give a report to the council this fall.

Residents have commented that they love the new court lights at Burgess Park. This project was funded 100 percent by a grant.

The city received the check for the 50 percent step-in for the Lone Peak Public Safety funding.

The legislature is looking at new laws about Flock cameras and also fireworks. This should make it easier for cities to restrict fireworks.

We are about five weeks into the onboarding process for the code compliance software with iWorks.

The 9/11 Day of Service will be held on Saturday, September 12. Some projects will start early in the morning, and more information will be provided.

1 **VIII. COUNCIL COMMUNICATION**

2 Brent Rummler commented that the Governor's office may be doing an audit on the misuse of Flock cameras.

3
4 Chrissy Hannemann reminded the council that there will be training on the roles of the mayor and a five-person
5 City Council sponsored by the Utah League of Cities and Towns. This will be on Thursday this week.

6
7 Andrew Young said he proposed an agenda item for painting crosswalks on Grove Drive and Alpine Blvd and
8 sent it to staff.

9
10 Shane Sorensen explained that small projects like this do not need to come to the council unless they
11 require a warrant study. If the council wants a warrant study, he can research the cost for the study we did
12 on Westfield Road. There may be a provision for a local approval process. One of the factors considered
13 in a 4-way stop is the crash history.

14
15 Brent Rummler and Sarah Blackwell were in favor of a warrant study at this intersection.

16
17 Andrew Young said he and Sarah Blackwell would be meeting about proposing a zoning change for 100
18 West. He invited the council to send him their ideas.

19
20 Andrew wondered what we could do to move fire mitigation efforts forward. He mentioned the river trail
21 to the Zurcher's home that has lots of deadwood on both sides.

22
23 Mayor Carla Merrill said with our updated CWPP we can try to get grant money to help us deal with our
24 border areas.

25
26 Andrew asked about updates to the fence ordinance.

27
28 Caden Lyon suggested that this be brought to the council as a discussion item.

29
30 Shane Sorensen explained that if the council wants to move forward with an updated fence ordinance, it
31 must also go to the Planning Commission for a public hearing, which requires a 10-day advance notice.

32
33 Mayor Carla Merrill asked council members to help spread the word that we need residents to take a screen
34 shot of their internet speed test and email it to her.

35
36 We will receive generous donations from a resident towards specific projects. There is \$100,000 for a
37 mountain bike trail in Three Falls, \$150,000 for the rodeo grounds, and \$250,000 to upgrade a playground
38 at Creekside Park. The playground will have a plaque, and the trail will have a name, but she is not sure
39 about the name specifics on the rodeo grounds.

40
41 Chrissy Hannemann commented that these donations are awesome, and the Heritage Arts Foundation is trying
42 to come up with naming process that is consistent with the city policies. We discussed this issue when the
43 baseball field was named.

44
45 Shane Sorensen commented that he and Attorney Steve Doxey met with Bob Hanson over Zoom last week.
46 The Foundation will have their attorney talk with Steve to iron out the details. This is why the proposal
47 was not ready for tonight's meeting. Alpine does not have a gift acceptance policy but lots of cities adopt
48 one. Staff are working on it.

49
50 Brent Rummler commented that the previous council did not want areas named in perpetuity, so we will
51 need to set standards and time limits.

52
53 **Motion:** Chrissy Hannemann moved to adjourn the meeting. Sarah Blackwell seconded the motion. The motion
54 passed unanimously.

55
56 The meeting was adjourned at 9:45 pm.



080-21 Alpine Fire 202
07/01/26 - 07/31/26

Page 1 of 5

APPLICATION AND CERTIFICATE FOR PAYMENT

DOCUMENT SUMMARY SHEET

TO OWNER/CLIENT:

Alpine City
3900 N. Main Street
Alpine, Utah 84004

PROJECT:

Alpine Fire 202
50 E 100 N
Alpine, Utah 84004

APPLICATION NO: 1

INVOICE NO: 1

PERIOD: 07/01/26 - 07/31/26

PROJECT NO: 080-21

CONTRACT DATE: 8/23/2026

FROM CONTRACTOR:

SIRQ, Inc.
3900 N. Traverse Mtn Blvd., Suite 202
Lehi, Utah 84048

VIA ARCHITECT/ENGINEER:

Chad Littlewood (Babcock Design)
52 Exchange Place
Salt Lake City, Utah 84111

CONTRACT FOR: Alpine Fire 202

Signed by:

Preston Reading

B1EDD9626E5204

CONTRACTOR'S APPLICATION FOR PAYMENT

Application is made for payment, as shown below, in connection with the Contract. Continuation Sheet is attached.

1.	Original Contract Sum	\$5,108,065.00
2.	Net change by change orders	\$0.00
3.	Contract Sum to date (Line 1 + 2)	\$5,108,065.00
4.	Total completed and stored to date (Column G on detail sheet)	\$242,080.40
5.	Retainage: a. 3.55% of completed work b. 0.00% of stored material	\$8,591.44 \$0.00
	Total retainage (Line 5a + 5b or total in column I of detail sheet)	\$8,591.44
6.	Total earned less retainage (Line 4 less Line 5 Total)	\$233,488.96
7.	Less previous certificates for payment (Line 6 from prior certificate)	\$0.00
8.	Current payment due:	\$233,488.96
9.	Balance to finish, including retainage (Line 3 less Line 6)	\$4,874,576.04

CHANGE ORDER SUMMARY

CHANGES APPROVED IN PREVIOUS MONTHS BY OWNER/CLIENT	ADDITIONS	DEDUCTIONS
Total changes approved in previous months by Owner/Client:	\$0.00	\$0.00
Total approved this month:	\$0.00	\$0.00
Totals:	\$0.00	\$0.00
Net change by change orders:	\$0.00	\$0.00

The undersigned certifies that to the best of the Contractor's knowledge, information and belief, the Work covered by this Application for Payment has been completed in accordance with the Contract Documents, that all amounts have been paid by the Contractor for Work which previous Certificates for payment were issued and payments received from the Owner/Client, and that current payments shown herein is now due.

CONTRACTOR: SIRQ, Inc.

By:

[Signature]

Date: 8-7-26

State of: UTAH

County of: UTAH

Subscribed and sworn to before

me this 7th day of August 2026

Notary Public:

My commission expires:

8/8/29



ARCHITECT'S/ENGINEER'S CERTIFICATE FOR PAYMENT

In accordance with the Contract Documents, based on the on-site observations and the data comprising this application, the Architect/Engineer certifies to the Owner/Client that to the best of the Architect's/Engineer's knowledge, information and belief that Work is in accordance with the Contract Documents, and the Contractor is entitled to payment of the AMOUNT CERTIFIED.

AMOUNT CERTIFIED:

\$233,488.96

(Attach explanation if amount certified differs from the amount applied for. Initial all figures on this Application and on the Continuation Sheet that are changed to confirm the amount certified.)

ARCHITECT/ENGINEER SIGNED BY:

Chad Littlewood

By: 815C0889D486435

Date: 8/11/2026

This certificate is not negotiable. The amount certified is payable only to the Contractor named herein. Issuance, payment and acceptance of payment are without prejudice to the rights of the Owner/Client or Contractor under this Contract.

A	Item No.	B Description of Work	C			D		E		F	G	H	I
			Scheduled Value	Approved Changes	Revised Scheduled Value	From Previous (D+E)	Work Completed This Period				Total Completed and Stored to Date (D + E + F)	Balance to Finish (C-G)	
		01 - GENERAL CONDITIONS	\$398,229.38	\$0.00	\$398,229.38	\$0.00	\$59,042.00			\$0.00	\$59,042.00	\$339,187.38	\$2,952.10
		02 - EXISTING CONDITIONS	\$70,920.00	\$0.00	\$70,920.00	\$0.00	\$0.00			\$0.00	\$0.00	\$70,920.00	\$0.00
		— 02-210000 - Surveys	\$13,585.00	\$0.00	\$13,585.00	\$0.00	\$0.00			\$0.00	\$0.00	\$13,585.00	\$0.00
		— 02-410000 - Demolition	\$57,335.00	\$0.00	\$57,335.00	\$0.00	\$0.00			\$0.00	\$0.00	\$57,335.00	\$0.00
		03 - CONCRETE	\$257,849.00	\$0.00	\$257,849.00	\$0.00	\$39,597.00			\$0.00	\$39,597.00	\$218,252.00	\$1,979.85
		— 03-300000 - Cast In Place Concrete	\$257,849.00	\$0.00	\$257,849.00	\$0.00	\$39,597.00			\$0.00	\$39,597.00	\$218,252.00	\$1,979.85
		04 - MASONRY	\$205,300.00	\$0.00	\$205,300.00	\$0.00	\$0.00			\$0.00	\$0.00	\$205,300.00	\$0.00
		— 04-200000 - Unit Masonry	\$205,300.00	\$0.00	\$205,300.00	\$0.00	\$0.00			\$0.00	\$0.00	\$205,300.00	\$0.00
		05 - METALS	\$115,416.00	\$0.00	\$115,416.00	\$0.00	\$0.00			\$0.00	\$0.00	\$115,416.00	\$0.00
		— 05-500000 - Metal Fabrications	\$115,416.00	\$0.00	\$115,416.00	\$0.00	\$0.00			\$0.00	\$0.00	\$115,416.00	\$0.00
		06 - WOOD, PLASTICS, COMPOSITES	\$432,210.00	\$0.00	\$432,210.00	\$0.00	\$0.00			\$0.00	\$0.00	\$432,210.00	\$0.00
		— 06-110000 - Wood Framing	\$250,000.00	\$0.00	\$250,000.00	\$0.00	\$0.00			\$0.00	\$0.00	\$250,000.00	\$0.00
		— 06-200000 - Finish Carpentry	\$182,210.00	\$0.00	\$182,210.00	\$0.00	\$0.00			\$0.00	\$0.00	\$182,210.00	\$0.00
		07 - THERMAL AND MOISTURE PROT	\$386,241.00	\$0.00	\$386,241.00	\$0.00	\$0.00			\$0.00	\$0.00	\$386,241.00	\$0.00
		— 07-100000 - Dampproofing and Waterproofing	\$20,850.00	\$0.00	\$20,850.00	\$0.00	\$0.00			\$0.00	\$0.00	\$20,850.00	\$0.00
		— 07-210000 - Thermal Insulation	\$10,306.00	\$0.00	\$10,306.00	\$0.00	\$0.00			\$0.00	\$0.00	\$10,306.00	\$0.00
		— 07-460000 - Siding	\$124,809.00	\$0.00	\$124,809.00	\$0.00	\$0.00			\$0.00	\$0.00	\$124,809.00	\$0.00
		— 07-500000 - Membrane Roofing	\$230,276.00	\$0.00	\$230,276.00	\$0.00	\$0.00			\$0.00	\$0.00	\$230,276.00	\$0.00
		08 - OPENINGS	\$383,634.00	\$0.00	\$383,634.00	\$0.00	\$0.00			\$0.00	\$0.00	\$383,634.00	\$0.00
		— 08-100000 - Doors and Frames	\$65,534.00	\$0.00	\$65,534.00	\$0.00	\$0.00			\$0.00	\$0.00	\$65,534.00	\$0.00
		— 08-300000 - Specialty Doors and Frames	\$148,865.00	\$0.00	\$148,865.00	\$0.00	\$0.00			\$0.00	\$0.00	\$148,865.00	\$0.00
		— 08-800000 - Glazing	\$169,235.00	\$0.00	\$169,235.00	\$0.00	\$0.00			\$0.00	\$0.00	\$169,235.00	\$0.00
		09 - FINISHES	\$238,765.89	\$0.00	\$238,765.89	\$0.00	\$0.00			\$0.00	\$0.00	\$238,765.89	\$0.00
		— 09-211600 - Gypsum Board Assemblies	\$73,781.00	\$0.00	\$73,781.00	\$0.00	\$0.00			\$0.00	\$0.00	\$73,781.00	\$0.00
		— 09-600000 - Flooring	\$128,150.89	\$0.00	\$128,150.89	\$0.00	\$0.00			\$0.00	\$0.00	\$128,150.89	\$0.00

A	B	C			D	E	F	G		H	I
Item No.	Description of Work	Scheduled Value	Approved Changes	Revised Scheduled Value	Work Completed		Materials Presently Stored	Total Completed and Stored to Date (D + E + F)	% (G/C)	Balance to Finish (C-G)	Retainage
					From Previous (D+E)	This Period					
— 32-121600 - Asphalt Paving		\$65,698.91	\$0.00	\$65,698.91	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$65,698.91	\$0.00
99 - JOB CONTINGENCY/PROFIT		\$265,838.26	\$0.00	\$265,838.26	\$0.00	\$12,600.00	\$0.00	\$12,600.00	4.74%	\$253,238.26	\$630.00
(Unspecified Cost Code Tier 1)		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	100.00%	\$0.00	\$0.00
Grand Total:		\$5,108,065.00	\$0.00	\$5,108,065.00	\$0.00	\$242,080.40	\$0.00	\$242,080.40	4.74%	\$4,865,984.60	\$8,591.44

CONTINUATION SHEET

DOCUMENT DETAIL SHEET

Document SUMMARY SHEET, APPLICATION AND CERTIFICATE FOR PAYMENT, containing

APPLICATION NUMBER: 1

Contractor's signed Certification is attached.

APPLICATION DATE: 07/22/2026

Use Column I on Contracts where variable retainage for line items apply.

PERIOD: 07/01/26 - 07/31/26

Contract Lines

A	B	C	D	E	F	G	H	I		
ITEM NO.	BUDGET CODE	DESCRIPTION OF WORK	SCHEDULED VALUE	APPROVED WORK COMPLETED		MATERIALS PRESENTLY STORED (NOT IN D OR E)	TOTAL COMPLETED AND STORED TO DATE (D + E + F)	% (G / C)	BALANCE TO FINISH (C - G)	RETAINAGE
				FROM PREVIOUS APPLICATION (D + E)	THIS PERIOD					
1	31-200000.SU Earthwork	STRIP AND EXPORT GRASS	\$15,612.00	\$0.00	\$15,612.00	\$0.00	\$15,612.00	100.00%	\$0.00	\$780.60
2	31-200000.SU Earthwork	DEMO-HAUL OFF CURB, WALK, ASPHALT, FENCE AND TREES	\$29,475.00	\$0.00	\$11,790.00	\$0.00	\$11,790.00	40.00%	\$17,685.00	\$589.50
3	31-200000.SU Earthwork	SITE GRADING, ALL CUTS AND FILLS TO GRADE + OR - .10 OF A FOOT	\$61,971.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$61,971.00	\$0.00
4	31-200000.SU Earthwork	STRUCTURAL EXCAVATION AND BACKFILL	\$19,161.00	\$0.00	\$17,245.00	\$0.00	\$17,245.00	90.00%	\$1,916.00	\$862.25
5	31-200000.SU Earthwork	IMPORT-PLACE 4" OF GRAVEL UNDER BUILDING SLAB	\$10,137.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$10,137.00	\$0.00
6	31-200000.SU Earthwork	GRADE AND BASE CURB	\$18,213.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$18,213.00	\$0.00
7	31-200000.SU Earthwork	GRADE AND BASE WALKS	\$14,133.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$14,133.00	\$0.00
8	31-200000.SU Earthwork	IMPORT-PLACE 6" OF ROAD BASE UNDER CONCRETE PAVING	\$10,870.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$10,870.00	\$0.00
9	31-200000.SU Earthwork	SEWER	\$9,822.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$9,822.00	\$0.00
10	31-200000.SU Earthwork	WATER	\$50,353.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$50,353.00	\$0.00
11	31-200000.SU Earthwork	STORM DRAIN INCLUDING STORM TECH SYSTEM	\$146,903.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$146,903.00	\$0.00
12	31-200000.SU Earthwork	DRILL FOR BOLLARDS	\$2,800.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$2,800.00	\$0.00
TOTALS:			\$389,450.00	\$0.00	\$44,647.00	\$0.00	\$44,647.00	11.46%	\$344,803.00	\$2,232.35

Grand Totals

A	B	C	D	E	F	G	H	I	
ITEM NO.	DESCRIPTION OF WORK	SCHEDULED VALUE	APPROVED WORK COMPLETED		MATERIALS PRESENTLY STORED (NOT IN D OR E)	TOTAL COMPLETED AND STORED TO DATE (D + E + F)	% (G / C)	BALANCE TO FINISH (C - G)	RETAINAGE
			FROM PREVIOUS APPLICATION (D + E)	THIS PERIOD					
GRAND TOTALS:		\$389,450.00	\$0.00	\$44,647.00	\$0.00	\$44,647.00	11.46%	\$344,803.00	\$2,232.35

CONTINUATION SHEET

DOCUMENT DETAIL SHEET

Document SUMMARY SHEET, APPLICATION AND CERTIFICATE FOR PAYMENT, containing

APPLICATION NUMBER: 1

APPLICATION DATE: 07/22/2026

Contractor's signed Certification is attached.

PERIOD: 07/01/26 - 07/31/26

Use Column I on Contracts where variable retainage for line items apply.

Contract Lines

A	B	C	D	E	F	G	H	I		
ITEM NO.	BUDGET CODE	DESCRIPTION OF WORK	SCHEDULED VALUE	APPROVED WORK COMPLETED		MATERIALS PRESENTLY STORED (NOT IN D OR E)	TOTAL COMPLETED AND STORED TO DATE (D + E + F)	% (G / C)	BALANCE TO FINISH (C - G)	RETAINAGE
				FROM PREVIOUS APPLICATION (D + E)	THIS PERIOD					
1	31-250000.SU SWPPP	SWPPP Documentation and Permitting	\$1,090.00	\$0.00	\$1,090.00	\$0.00	\$1,090.00	100.00%	\$0.00	\$54.50
2	31-250000.SU SWPPP	SWPPP Inspections	\$3,500.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$3,500.00	\$0.00
3	31-250000.SU SWPPP	Inlet Protection	\$575.00	\$0.00	\$115.00	\$0.00	\$115.00	20.00%	\$460.00	\$5.75
4	31-250000.SU SWPPP	Straw Wattle Installation	\$962.50	\$0.00	\$962.50	\$0.00	\$962.50	100.00%	\$0.00	\$48.13
5	31-250000.SU SWPPP	Large SWPPP and Concrete Signage	\$450.00	\$0.00	\$300.00	\$0.00	\$300.00	66.67%	\$150.00	\$15.00
TOTALS:			\$6,577.50	\$0.00	\$2,467.50	\$0.00	\$2,467.50	37.51%	\$4,110.00	\$123.38

Grand Totals

A ITEM NO.	B DESCRIPTION OF WORK	C SCHEDULED VALUE	D APPROVED WORK COMPLETED	E TOTAL COMPLETED AND STORED TO DATE (D + E + F)	F MATERIALS PRESENTLY STORED (NOT IN D OR E)	G BALANCE TO FINISH (C - G)	H RETAINAGE
	GRAND TOTALS:	\$6,577.50	\$0.00	\$2,467.50	\$0.00	\$4,110.00	\$123.38

CONTINUATION SHEET

DOCUMENT DETAIL SHEET

Document SUMMARY SHEET, APPLICATION AND CERTIFICATE FOR PAYMENT, containing Contractor's signed Certification is attached.
Use Column I on Contracts where variable retainage for line items apply.

APPLICATION NUMBER: 1
APPLICATION DATE: 07/28/2026
PERIOD: 07/01/26 - 07/31/26

Contract Lines

A		B	C	D	E	F	G	H	I	
ITEM NO.	BUDGET CODE	DESCRIPTION OF WORK	SCHEDULED VALUE	APPROVED WORK COMPLETED		MATERIALS PRESENTLY STORED (NOT IN D OR E)	TOTAL COMPLETED AND STORED TO DATE (D + E + F)	% (G / C)	BALANCE TO FINISH (C - G)	RETAINAGE
				FROM PREVIOUS APPLICATION (D + E)	THIS PERIOD					
1	03-300000.SU Concrete	Footings	\$30,771.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$30,771.00	\$0.00
2	03-300000.SU Concrete	Foundation	\$24,383.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$24,383.00	\$0.00
3	03-300000.SU Concrete	Slab on Grade	\$42,307.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$42,307.00	\$0.00
4	03-300000.SU Concrete	Sitework	\$109,291.00	\$0.00	\$0.00	\$0.00	\$0.00	0.00%	\$109,291.00	\$0.00
5	03-300000.SU Concrete	Rebar	\$39,597.00	\$0.00	\$39,597.00	\$0.00	\$39,597.00	100.00%	\$0.00	\$1,979.85
TOTALS:			\$246,349.00	\$0.00	\$39,597.00	\$0.00	\$39,597.00	16.07%	\$206,752.00	\$1,979.85

Grand Totals

A	B	C	D	E	F	G	H	I	
ITEM NO.	DESCRIPTION OF WORK	SCHEDULED VALUE	APPROVED WORK COMPLETED		MATERIALS PRESENTLY STORED (NOT IN D OR E)	TOTAL COMPLETED AND STORED TO DATE (D + E + F)	% (G / C)	BALANCE TO FINISH (C - G)	RETAINAGE
			FROM PREVIOUS APPLICATION (D + E)	THIS PERIOD					
GRAND TOTALS:		\$246,349.00	\$0.00	\$39,597.00	\$0.00	\$39,597.00	16.07%	\$206,752.00	\$1,979.85



**TEMPORARY
POWER SERVICES**

2250 South 1300 West, Suite E
West Valley City, UT 84119
Office Phone: (801) 501-7730

accounting@TemporaryPowerServices.com

**OVERHEAD RENTAL
INVOICE**

Invoice #	Date
61408	7/16/2026

Bill To:

SIRQ CONSTRUCTION
3900 N TRAVERSE MOUNTAIN BLVD, SUITE
202
LEHI, UT 84043

Job Site:

Alpine Fire Station
50 East. 100 North,
Alpine, Ut 84004

PLEASE SEND CHECK PAYMENTS TO: TEMPORARY POWER SERVICES
2250 S 1300 W Suite E, WEST VALLEY CITY, UT 84119
WE ACCEPT ALL MAJOR CREDIT CARDS PAYMENT WITH 3.5% PROCESSING
FEE BY CALLING US 801-501-7730

PO/ Estimate No.	Terms
38	Net 15

QTY.	O/H	Description of Equipment / Service	Rate	Amount
		Alpine Fire Station 50 East. 100 North, Alpine, Ut 84004		
		Quote Request & Prepared for Jaren Gates 385-224-7807 (jgates@sirq.com)		
		(Fire Station Power)		0.00T
1		200 Amp 3ph Overhead Main Disconnect		0.00T
		Use Existing Pole		0.00T
2		8' x 5 / 8" Ground Rod w/ 5/8" Ground Rod Clamp		0.00T
1		10' Span - #6 THHN Insulated Grounding Wire		0.00T
		Alpine City Temp Power Permit / Inspection Scheduling to be done by Contractor (Sirq)		0.00T
3		Use of Specialized Equipment and Labor		0.00T
		TOTAL OVERHEAD	900.00	900.00T

Electrical

Please make note that all Equipment Rental Periods begin on the day of Set. Pedestal Rentals = (4) Four-Month Rental Period Over Head Rentals = (6) Six-Month Rental Period OR 1 Year	Subtotal	\$900.00
	Tax (7.45%)	\$67.05
	Payments/Credits	\$0.00
OVERDUE ACCOUNTS MAY BE SUBJECT TO FINANCE CHARGES IN THE AMOUNT OF 1.75% PER MONTH. COLLECTION PROCEDURES WILL BE ASSIGNED TO MOUNTAIN LAND COLLECTIONS INC.		Balance Due
		\$967.05



RENTAL INVOICE

INVOICE NUMBER	RS0000370231	INVOICE DATE	07-28-26
CUSTOMER NUMBER	033503	INVOICE TOTAL	1353.87
PLEASE REMIT TO:			
LB 413071 Wheeler Machinery Co. PO Box 35143 Seattle, WA 98124-5143 Pay Online https://my.wheelercat.com/			

SHIP TO ALPINE, UT, 84004



Wheeler Machinery Co.
4901 West 2100 South
Salt Lake City, UT 84120
(801) 974-0511

Alpine Fire

SIRQ INC
3900 N TRAVERSE MTN BLVD
LEHI UT 84048

INVOICE NUMBER	INVOICE DATE	CUSTOMER NO.	CUSTOMER ORDER NO.	STORE	DIV	SALESMAN	TERMS	PAGE
RS0000370231	07-28-26	033503	ALPINE FIRE	30	G	208	2	1
PSO / WO NO.	DOC DATE	PC	LC	MC	SHIP VIA			
W01132	07-08-26			10	WV INTERNAL			
MAKE	MODEL	SERIAL NUMBER	EQUIPMENT NUMBER	METER READING	MACH ID NO.			
EE	GN 25KW LP	2602513003		929.3	NAR01333			
QUANTITY	ITEM	*NIR	DESCRIPTION	UNIT PRICE	EXTENSION			

CUSTOMER CONTACT: JAREN GATES

1.0	EQUIPMENT RENTAL	FROM 07/08/26 THRU 08/05/26	950.00
	ID NO: NAR01333	SERIAL NO: 2602513003	
	25KW TOWABLE GENERATOR DIESEL/LPG - GN 25KW LP		
	HRS OUT: 929.3		
1.0	FREIGHT/HAULAGE		155.00
1.0	FREIGHT/HAULAGE		155.00
	ALPINE		93.87

Electrical.

Customer understands machine telematics systems and mobile apps transmit data, and provides consent as described at [wheelercat.com/dataconsent](https://my.wheelercat.com/dataconsent)

* Non Returnable

A monthly finance charge of 2% is assessed on all past due invoices on the last day of each month. In the event this invoice remains unpaid, the customer is responsible for all attorney/collection fees and costs. For any questions please contact account-coordinators@campbellcompanies.com or 833-210-2700

PAY THIS AMOUNT	1353.87
AMOUNT CREDITED	

NOTICE: ANY ITEMS ON THIS INVOICE THAT ARE LATER RETURNED MUST BE ACCOMPANIED BY A COPY OF THIS INVOICE OR THE INVOICE NUMBER.

DUE DATE	08/27/2026
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Alpine Fire

1959 E Woodside Dr
Holladay, UT 84124
(801) 946-4064

Bill To

SIRQ Construction
3900 N Traverse Mountain Blvd
#202
Lehi, UT 84043
US

Invoice 3129

Job Number 26-1184
Payment Terms Net 28

Jul 23, 2026

Total Due
Due Date

\$478.76
Aug 20, 2026

CUSTOMER NAME

SIRQ Construction

PROPERTY NAME

Alpine Fire District

PROPERTY ADDRESS

50 E 100 N
Alpine, UT 84004

AUTHORIZED BY

CUSTOMER WO

NTE

Parts & Materials

Description

Temporary fence lease payment (per LF).

Taxable	Quantity	Unit Price	Price Subtotal
Yes	1116	\$0.40	\$446.40
	1116		\$446.40

Subtotal	\$446.40
Taxable Subtotal	\$446.40
Sales Tax Rate	7.25%
Tax Amount	\$32.36
Total	\$478.76
Amount Paid	\$0.00
Balance	\$478.76

Earthwork, Fencing



Alpine Fire

1959 E Woodside Dr
Holladay, UT 84124
(801) 946-4064

Bill To

SIRQ Construction
3900 N Traverse Mountain Blvd
#202
Lehi, UT 84043
US

Invoice 3036

Job Number
Payment Terms

Jun 25, 2026

26-1184
Net 28

Total Due
Due Date

\$422.18
Jul 23, 2026

CUSTOMER NAME
SIRQ Construction

PROPERTY NAME
Alpine Fire District

PROPERTY ADDRESS
50 E 100 N
Alpine, UT 84004

AUTHORIZED BY

CUSTOMER WO

NTE

Parts & Materials

Description

Temporary fence remobilization (per LF).

Sandbags

Trip Charge

Taxable	Quantity	Unit Price	Price Subtotal
No	36	\$2.50	\$90.00
Yes	2	\$15.00	\$30.00
No	1	\$300.00	\$300.00
	39		\$420.00

Subtotal	\$420.00
Taxable Subtotal	\$30.00
Sales Tax Rate	7.25%
Tax Amount	\$2.18

Total	\$422.18
Amount Paid	\$0.00
Balance	\$422.18

Earthwork, Fencing



EXHIBIT 5 to Subcontract Agreement APPLICATION FOR PAYMENT

080-21 Alpine Fire 202
Cornerstone Concrete

TO CONTRACTOR:

SIRQ Construction
3900 N. Traverse Mtn Blvd., Suite 202
Lehi, Utah 84043

PROJECT:

Alpine Fire 202
50 E 100 N
Alpine, Utah 84004

APPLICATION NO: 1

INVOICE NO: 08021-03300-001

PERIOD: 07/01/26 - 07/31/26

PROJECT NO: 080-21

CONTRACT NO: 08021-033000

CONTRACT DATE: 08/06/2026

CERTIFICATE DATE: 08/12/2026

SUBMITTED DATE:

2nd Tier Releases Required

N/A

FROM SUBCONTRACTOR:

Cornerstone Concrete
PO Box 519
Lehi, Utah 84043

SUBCONTRACT FOR: Cornerstone/Concrete

SUBCONTRACTOR'S APPLICATION FOR PAYMENT

Application is made for payment, as shown below, in connection with the Subcontract. Continuation Sheet is attached.

1.	Original Contract Sum	\$246,349.00	\$0.00
2.	Net change by change orders		
3.	Contract Sum to date (Line 1 ± 2)	\$246,349.00	
4.	Total completed and stored to date (Column G on detail sheet)		
5.	Retainage:		
	a. 5.00% of completed work	\$1,979.85	
	b. 0.00% of stored material	\$0.00	
	Total retainage		
6.	Total earned less retainage (Line 5a + 5b or total in column I of detail sheet)	\$1,979.85	
7.	Less previous certificates for payment (Line 6 from prior certificate)	\$37,617.15	
8.	Current payment due:	\$0.00	
		\$37,617.15	
9.	Total Completed and Stored this period	\$39,597.00	
10.	Balance to finish, including retainage (Line 3 less Line 6)	\$208,731.85	

CHANGE ORDER SUMMARY			
Total changes approved in previous months by Owner/Client:		ADDITIONS	DEDUCTIONS
Total approved this month:		\$0.00	\$0.00
Totals:		\$0.00	\$0.00
Net change by change orders:		\$0.00	

CERTIFICATION AND WAIVER OF THE SUBCONTRACTOR

The undersigned hereby certifies that the work performed and the materials supplied as of the ending date of the period shown above, represents the actual value of all work performed and materials supplied under the terms of the Contract (including all authorized changes thereto) between SIRQ, Inc. (Contractor) and the undersigned, relating to the above referenced project.

To the extent provided below, this document becomes effective to release and the undersigned is considered to waive any and all claims, demands, actions, causes of action, or other rights at law, in contract, tort, equity or otherwise against Contractor, along with any notice of lien or right under Utah Code Ann., Title 38, Chapter 1a, Preconstruction and Construction Liens, and any bond right under Utah Code Ann., Title 14, Contractors' Bonds, or Utah Code Ann. 63G-6-505 related to payment rights the undersigned has on the above described Property once:

- (1) the undersigned endorses a check in the above referenced Payment Amount payable to the undersigned; and
- (2) the check is paid by the depository institution on which it is drawn.

This waiver and release applies to a progress payment for the work, materials, equipment, or a combination of work, materials, and equipment furnished by the undersigned to the Property or to the undersigned's customer which are the subject of the any invoice or payment application, but only to the extent of the Payment Amount. This waiver and release does not apply to any retention withheld; any pending modifications, claims or changes as specifically reserved and previously submitted in writing to Contractor by the undersigned; or items furnished or invoiced after the Payment Period.

The undersigned warrants and represents that the undersigned either has already paid or will use the money the undersigned has received from this progress payment promptly to pay in full all the undersigned's laborers, subcontractors, materialmen, and suppliers for all work, materials, equipment, or combination of work, materials, and equipment that are the subject of this waiver and release.

The undersigned also certifies that payments in full, less applicable retention, have been made through the period covered by the previous payments received from the Contractor to all the undersigned's subcontractors, lessors, consultants, vendors, suppliers and others for all materials and labor used in or in connection with the performance of the Contract or work provided on the Property. The undersigned further certifies that it has complied with all Federal, State, and local laws, including Social Security laws, Unemployment Compensation and tax laws insofar as applicable to the performance of the Contract.

Signature: 91BB9739533B4D7
TYSON LAMBERT

Date: 8/13/2026

Print Name:

US

Project Manager

Title: Project Manager

SIRQ Approval

Project Manager

Superintendent



EXHIBIT 5 to Subcontract Agreement APPLICATION FOR PAYMENT

080-21 Alpine Fire 202
Cazier Excavating Inc

TO CONTRACTOR:

SIRQ Construction
3900 N. Traverse Mtn Blvd., Suite 202
Lehi, Utah 84043

PROJECT:

Alpine Fire 202
50 E 100 N
Alpine, Utah 84004

APPLICATION NO: 1

INVOICE NO: 08021-31200-001

PERIOD: 07/01/26 - 07/31/26

PROJECT NO: 080-21

CONTRACT NO: 08021-312000

CONTRACT DATE: 07/02/2026

CERTIFICATE DATE: 08/06/2026

SUBMITTED DATE: 07/20/2026

2nd Tier Releases Required

GENEVA ROCK PRODUCTS
HUGOE TRUCKING
FERGUSON
STAKER PARSON

FROM SUBCONTRACTOR:

Cazier Excavating Inc
5548 W Bagley Park Road
West Jordan, Utah 84081

SUBCONTRACT FOR: Cazier/Earthwork

SUBCONTRACTOR'S APPLICATION FOR PAYMENT

Application is made for payment, as shown below, in connection with the Subcontract. Continuation Sheet is attached.

1.	Original Contract Sum	\$389,450.00	
2.	Net change by change orders	\$0.00	
3.	Contract Sum to date (Line 1 ± 2)	\$389,450.00	
4.	Total completed and stored to date (Column G on detail sheet)		11.46%
5.	Retainage:		
	a. 5.00% of completed work	\$2,232.35	
	b. 0.00% of stored material	\$0.00	
	Total retainage (Line 5a + 5b or total in column I of detail sheet)	\$2,232.35	
6.	Total earned less retainage (Line 4 less Line 5 Total)	\$42,414.65	
7.	Less previous certificates for payment (Line 6 from prior certificate)	\$0.00	
8.	Current payment due:	\$42,414.65	
9.	Total Completed and Stored this period	\$44,647.00	
10.	Balance to finish, including retainage (Line 3 less Line 6)	\$347,035.35	

CHANGE ORDER SUMMARY			ADDITIONS	DEDUCTIONS
Total changes approved in previous months by Owner/Client:			\$0.00	\$0.00
Total approved this month:			\$0.00	\$0.00
Totals:			\$0.00	\$0.00
Net change by change orders:			\$0.00	

CERTIFICATION AND WAIVER OF THE SUBCONTRACTOR

The undersigned hereby certifies that the work performed and the materials supplied as of the ending date of the period shown above, represents the actual value of all work performed and materials supplied under the terms of the Contract (including all authorized changes thereto) between SIRQ, Inc. (Contractor) and the undersigned, relating to the above referenced project.

To the extent provided below, this document becomes effective to release and the undersigned is considered to waive any and all claims, demands, actions, causes of action, or other rights at law, in contract, tort, equity or otherwise against Contractor, along with any notice of lien or right under Utah Code Ann., Title 38, Chapter 1a, Preconstruction and Construction Liens, and any bond right under Utah Code Ann., Title 14, Contractors' Bonds, or Utah Code Ann. 63G-6-505 related to payment rights the undersigned has on the above described Property once:

- (1) the undersigned endorses a check in the above referenced Payment Amount payable to the undersigned; and
- (2) the check is paid by the depository institution on which it is drawn.

This waiver and release applies to a progress payment for the work, materials, equipment, or a combination of work, materials, and equipment furnished by the undersigned to the Property or to the undersigned's customer which are the subject of the any invoice or payment application, but only to the extent of the Payment Amount. This waiver and release does not apply to any retention withheld; any pending modifications, claims or changes as specifically reserved and previously submitted in writing to Contractor by the undersigned; or items furnished or invoiced after the Payment Period.

The undersigned warrants and represents that the undersigned either has already paid or will use the money the undersigned has received from this progress payment promptly to pay in full all the undersigned's laborers, subcontractors, materialmen, and suppliers for all work, materials, equipment, or combination of work, materials, and equipment that are the subject of this waiver and release.

The undersigned also certifies that payments in full, less applicable retention, have been made through the period covered by the previous payments received from the Contractor to all the undersigned's subcontractors, lessors, consultants, vendors, suppliers and others for all materials and labor used in or in connection with the performance of the Contract or work provided on the Property. The undersigned further certifies that it has complied with all Federal, State, and local laws, including Social Security laws, Unemployment Insurance laws, and tax laws insofar as applicable to the performance of the Contract.

Signature: MarCUS LUCKER Date: 8/6/2026

Print Name: MARCUS LUCKER

SIRQ Approval: AS Title: Controller

Project Manager: AS Superintendent: AS



EXHIBIT 5 to Subcontract Agreement APPLICATION FOR PAYMENT

080-21 Alpine Fire 202
Lavanta SWPPP Services

TO CONTRACTOR:

SIRQ Construction
3900 N. Traverse Mtn Blvd., Suite 202
Lehi, Utah 84043

PROJECT:

Alpine Fire 202
50 E 100 N
Alpine, Utah 84004

FROM SUBCONTRACTOR:

Lavanta SWPPP Services
1793 E 12600 S
Draper, Utah 84020

SUBCONTRACT FOR: Lavanta/SWPPP

APPLICATION NO: 1

INVOICE NO: 08021-31250-001

PERIOD: 07/01/26 - 07/31/26

PROJECT NO: 080-21

CONTRACT NO: 08021-312500

CONTRACT DATE: 06/30/2026

CERTIFICATE DATE: 08/06/2026

SUBMITTED DATE: 07/21/2026

2nd Tier Releases Required

Exhibit 2 - List of 2nd Tier Statement Signed
with DocuSign 6/30/2026.

SUBCONTRACTOR'S APPLICATION FOR PAYMENT

Application is made for payment, as shown below, in connection with the Subcontract. Continuation Sheet is attached.

1.	Original Contract Sum	\$6,577.50
2.	Net change by change orders	\$0.00
3.	Contract Sum to date (Line 1 ± 2)	\$6,577.50
4.	Total completed and stored to date (Column G on detail sheet)	\$2,467.50
5.	Retainage: a. 5.00% of completed work b. 0.00% of stored material	37.51% \$123.38 \$0.00
6.	Total retainage (Line 5a + 5b or total in column I of detail sheet)	\$123.38
7.	Total earned less retainage (Line 4 less Line 5 Total)	\$2,344.12
8.	Less previous certificates for payment (Line 6 from prior certificate)	\$0.00
9.	Current payment due:	\$2,344.12
10.	Total Completed and Stored this period	\$2,467.50
	Balance to finish, including retainage (Line 3 less Line 6)	\$4,233.38

CHANGE ORDER SUMMARY		ADDITIONS	DEDUCTIONS
Total changes approved in previous months by Owner/Client:		\$0.00	\$0.00
Total approved this month:		\$0.00	\$0.00
Totals:		\$0.00	\$0.00
Net change by change orders:		\$0.00	

CERTIFICATION AND WAIVER OF THE SUBCONTRACTOR

The undersigned hereby certifies that the work performed and the materials supplied as of the ending date of the period shown above, represents the actual value of all work performed and materials supplied under the terms of the Contract (including all authorized changes thereto) between SIRQ, Inc. (Contractor) and the undersigned, relating to the above referenced project.

To the extent provided below, this document becomes effective to release and the undersigned is considered to waive any and all claims, demands, actions, causes of action, or other rights at law, in contract, tort, equity or otherwise against Contractor, along with any notice of lien or right under Utah Code Ann., Title 38, Chapter 1a, Preconstruction and Construction Liens, and any bond right under Utah Code Ann., Title 14, Contractors' Bonds, or Utah Code Ann. 63G-6-505 related to payment rights the undersigned has on the above described Property once:

- (1) the undersigned endorses a check in the above referenced Payment Amount payable to the undersigned; and
- (2) the check is paid by the depository institution on which it is drawn.

This waiver and release applies to a progress payment for the work, materials, equipment, or a combination of work, materials, and equipment furnished by the undersigned to the Property or to the undersigned's customer which are the subject of the any invoice or payment application, but only to the extent of the Payment Amount. This waiver and release does not apply to any retention withheld; any pending modifications, claims or changes as specifically reserved and previously submitted in writing to Contractor by the undersigned; or items furnished or invoiced after the Payment Period.

The undersigned warrants and represents that the undersigned either has already paid or will use the money the undersigned has received from this progress payment promptly to pay in full all the undersigned's laborers, subcontractors, materialmen, and suppliers for all work, materials, equipment, or combination of work, materials, and equipment that are the subject of this waiver and release.

The undersigned also certifies that payments in full, less applicable retention, have been made through the period covered by the previous payments received from the Contractor to all the undersigned's subcontractors, lessors, consultants, vendors, suppliers and others for all materials and labor used in or in connection with the performance of the Contract or work provided on the Property. The undersigned further certifies that it has complied with all Federal, State, and local laws, including Social Security laws, Unemployment Compensation laws, and tax laws insofar as applicable to the performance of the Contract.

Signature: Camille Honeycutt
80A991D3072F46B

Print Name: Camille Honeycutt

Date: 8/6/2026

Title: Acct Manager

SIRQ Approval

Project Manager

Superintendent



MONTHLY FINANCIAL SUMMARY REPORT

For the Period Ended: August 31, 2026

Fiscal Year Elapsed: 16.7%

1. General Fund Summary

The General Fund tracks expenditures for core municipal administration and public safety operations. In accordance with Utah Code Section 10-6-147, this summary details current fiscal year-to-date allocations matching approved structural frameworks.

Category	Annual Budget	Month Actual	YTD Actual	% of Budget
REVENUES				
Property Taxes	\$2,743,300	\$0	\$7,975	0.3%
Redemption Taxes	\$225,000	\$0	\$4,437	2.0%
General Sales & Use Taxes	\$2,150,000	\$0	\$0	0%
Other Taxes & Fees	\$889,500	\$75,537	\$151,985	17.1%
Licenses & Permits	\$555,000	\$50,615	\$106,339	19.2%
Intergovernmental Revenue	\$145,890	\$0	\$11,610	8.0%
Charges for Services	\$900,316	\$74,008	\$162,929	18.1%
Fines & Forfeitures	\$84,000	\$8,955	\$20,582	24.5%
Rents & Other Revenue	\$75,000	\$0	\$4,180	5.6%
Interest ¹ , Misc. Revenue & Other	\$360,500	\$357,533	\$497,835	138.1%
Total General Revenues	\$8,128,506	\$566,649	\$967,874	11.9%

¹ Note that interest is allocated to various funds on a quarterly basis, which results in an artificially high % of budget in months prior to the end of the quarter.

Category	Annual Budget	Month Actual	YTD Actual	% of Budget
EXPENDITURES				
Administration	\$556,300	\$39,452	\$93,307	16.8%
Court	\$115,200	\$11,206	\$11,206	9.7%
Treasurer	\$66,900	\$4,324	\$7,238	10.8%
Government Buildings	\$605,200	\$19,497	\$221,033	36.5%
Emergency Services	\$3,633,100	\$302,758	\$447,544	12.3%
Building Inspection	\$180,200	\$6,207	\$21,272	11.8%
Planning & Zoning	\$331,550	\$27,803	\$57,156	17.2%
Streets	\$798,775	\$124,189	\$155,373	19.5%
Parks & Recreation	\$654,100	\$127,083	\$184,346	28.2%
Cemetery	\$214,200	\$20,706	\$49,878	23.3%
Garbage	\$779,550	\$66,072	\$73,988	9.5%
Miscellaneous	\$193,431	\$465	\$828	0.4%
Total General Expenditures	\$8,128,506	\$749,563	\$1,323,171	16.3%

2. Enterprise Funds (Business-Type Activities)

Operational revenues and expenses managed independently via specialized user fees, confirming restriction boundaries against arbitrary structural balancing transfers.

Water Fund:

Annual Operating Revenue: \$930,700 | YTD Revenue Collected: \$199,194 (21.4%)

Annual Operating Expense: \$567,650 | YTD Operating Expenses Paid: \$133,883 (23.6%)

YTD Net Operating Position: +\$65,311

(excludes capital projects and depreciation expenses)

Sewer Fund:

Annual Revenue Budget: \$1,365,000 | YTD Revenue Collected: \$240,154 (17.6%)

Annual Expense Budget: \$980,100 | YTD Expenses Paid: \$152,789 (15.6%)

YTD Net Operating Position: +\$87,365

(excludes capital projects and depreciation)

Pressurized Irrigation Fund:

Annual Revenue Budget: \$1,393,929 | YTD Revenue Collected: \$302,289 (21.7%)

Annual Expense Budget: \$858,100 | YTD Expenses Paid: \$161,337 (18.8%)

YTD Net Operating Position: +\$140,952

(excludes capital projects, depreciation and bond expenses)

Storm Drain Fund:

Annual Revenue Budget: \$215,000 | YTD Revenue Collected: \$32,741 (15.2%)

Annual Expense Budget: \$142,250 | YTD Expenses Paid: \$26,574 (18.7%)

YTD Net Operating Position: +\$6,167

(excludes capital projects and depreciation expenses)

3. Capital Projects Fund

Tracks long-term projects financed through municipal bonding mechanisms or other allocations.

Fire Station Addition/Community Center Project: Total Project Budget: \$6,050,000 | YTD Expenditures: \$209,436 (3.46% Complete)(General funds and sales tax revenue bond proceeds are also part of the overall funding package)

Canyon Crest Ridge Drive Roundabout Project (included in the budget as part of the Canyon Crest Road Improvement Project: Total Project Budget: \$1,450,000 | YTD Expenditures: \$0 (0.0% Complete)(General funds, Class C Road Funds and Street Impact Fees are also part of the overall funding package)

4. Cash & Investment Pool Balance

Public asset layout balances.

PTIF (Utah Public Treasurers' Investment Fund): \$30,020,737

Local Commercial Checking (Operations): \$70,963

5. Management Financial Notes & Highlights

- **Property Tax Timing:** General Fund revenue reflects lower figures compared to the elapsed time in the budget due to back-loaded county treasurer property tax disbursements typically arriving throughout December and January.
- **Sales Tax Timing:** Due to the two-month lag in sales and use tax allocations from the Utah State Tax Commission, the City will not receive its first allocation until September.
- **Interest Revenue Allocations:** Interest from all funds is shown in the general fund until it is allocated to the appropriate fund on a quarterly basis.
- **Government Buildings:** This fund appears to be running high with respect to the elapsed time in the budget year due to only a portion of the total allocated funds coming from Government Buildings. These funds are being expended first until the bond proceeds are available.

- **Parks & Recreation:** This department is running high on percentage of budget expended when compared to the elapsed time in the budget due the Alpine Days expenses that occurred towards the beginning of the fiscal year.

Cemetery: This department is running high on percentage of budget expended when compared to the elapsed time in the budget due overtime wages for Alpine Days and front loaded insurance expenses.

ALPINE CITY COUNCIL AGENDA

SUBJECT: Approval of Exterior Building Materials for Fire Station

FOR CONSIDERATION ON: September 8, 2026

PETITIONER: City Staff

ACTION REQUESTED BY PETITIONER: Review and approve exterior building materials for the fire station.

BACKGROUND INFORMATION:

In our weekly fire station progress meeting on August 20, SIRQ requested approval of the brick materials for the fire station. They are seeking approval now of the brick material in order to meet material delivery times to keep on schedule.

SIRQ, in cooperation with Babcock Design, has provided actual samples of the exterior building materials. The samples are located at city hall. The proposed brick materials are proposed as a very close match to the ones made available during the design process. Those samples were from an online vendor. Selecting the brick material from a local supplier will be much cheaper. We are requesting council members to review the brick materials at city hall in advance of the city council meeting if possible.

STAFF RECOMMENDATION

Review and consider approval of exterior building materials for the fire station project.

SAMPLE MOTION TO APPROVE:

I move to approve (*list specific building materials*) for the fire station project.

SAMPLE MOTION TO APPROVE WITH CONDITIONS:

I move to approve (*list specific building materials*) for the fire station project, with the following conditions/changes:

- ****insert finding****

ALPINE CITY COUNCIL AGENDA

SUBJECT: Proposed Detached Accessory Dwelling Unit (ADU) Code and Amendments to §3.14 of Alpine Development Code

FOR CONSIDERATION ON: September 8, 2026

PETITIONER: Staff

ACTION REQUESTED BY PETITIONER: Review proposed detached ADU code and amendments to §3.14

BACKGROUND INFORMATION:

Because of the approval of Senate Bill 284, by October 1, 2026 Alpine City is required to have a detached accessory dwelling unit (ADU) code adopted to meet new State requirements. With the recommendations from the Planning Commission and City Council over the last few weeks, Staff has brought together a detached ADU ordinance for the City Council to review and consider for approval.

Below is Planning Commission's motion recommending approval of the ADU code update, from the most recent Planning Commission meeting:

MOTION: Planning Commission member John MacKay moved to recommend approval of the Detached ADU Code Amendment and amendments to 3.14 of the Alpine Development Code as proposed with the following change:

1. We recommend removing item four addressing maximum lot coverage because it is not a meaningful measure in any circumstance after the maximum size of the ADU has been changed to be 1200 maximum living square feet. Previously when we were considering this item, we thought that there may be instances where larger lots could build meaningfully larger ADU's. We were trying to make sure that those could not get out of hand.

Item four as written further introduces challenges for city staff to manage in identifying what constitutes a permanent structure that would be included in that calculation. Because the ADU size is now limited to 1200 square feet of limited living space, that issue is no longer relevant.

Troy Slade seconded the motion. There were 4 Ayes and 2 Nay. The motion passed.

Ayes

Nays

John MacKay
Jeff Davis
Troy Slade
Greg Butterfield

Susan Whittenburg
Michelle Schirmer

STAFF RECOMMENDATION:

Staff recommends that the City Council review the Detached ADU code and updates to DCA §3.14. If the proposed code update is found satisfactory, staff recommends that the Council consider approving and adopting it.

Attachments

Exhibit A – Detached ADU State Requirements for Municipalities

Exhibit B – Proposed Detached ADU code and Amendments to §3.14

Motion to Approve:

I move to approve the Detached ADU code and amendments to 3.14 of the Alpine Development Code as proposed.

Motion to Approve with Conditions:

I move to approve the Detached ADU code and amendments to 3.14 of the Alpine Development Code as proposed, subject to the following conditions:

*Insert Proposed Conditions

Motion to Table:

I move to table consideration of the Detached ADU code and amendments to 3.14 of the Alpine Development Code as proposed 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 deny the Detached ADU code and amendments to 3.14 of the Alpine Development Code as proposed based on the following findings:

*Insert findings

Exhibit A

Detached ADU State Requirements for Municipalities

Utah Code § 10-21-304 (Effective 10/01/26)

Detached Accessory Dwelling Units

(1) Requirement to allow detached ADUs

(1)(a)

A specified municipality shall adopt a land use regulation that permits a detached accessory dwelling unit on any lot or parcel that is **11,000 square feet or larger** and contains a single-family dwelling, if the single-family dwelling is a permitted use on the lot or parcel.

(1)(b)

This section does not prohibit a municipality from adopting a land use regulation that permits a detached accessory dwelling unit on a lot or parcel that is **smaller than 11,000 square feet**.

(2) Required standards

A land use regulation described in Subsection (1) shall:

(2)(a)

Require that a detached accessory dwelling unit comply with all applicable:

- building codes
- health codes
- fire codes

(2)(b)

Include a process for the owner of a legally constructed accessory structure to convert the accessory structure to a detached accessory dwelling unit, subject to applicable:

- **(2)(b)(i)** dwelling and accessory structure setback requirements
 - **(2)(b)(ii)** building, health, and fire codes
-

(3) Limitations on municipal restrictions

A land use regulation described in Subsection (1) may not:

(3)(a)

Require a conditional use permit for a detached accessory dwelling unit if the proposed detached accessory dwelling unit is located in a primarily residential zone.

(3)(b)

Require more than:

- **two on-site parking spaces** assigned to a detached accessory dwelling unit that is **650 square feet or larger**

(3)(c)

Require more than:

- **one on-site parking space** assigned to a detached accessory dwelling unit that is **smaller than 650 square feet**

(3)(d)

Include design standards for a detached accessory dwelling unit that conflict with Section 10-20-618.

(4) Permitted local regulations

A land use regulation described in Subsection (1) may:

(4)(a) Require the detached ADU to:

- **(4)(a)(i)** conform to applicable land use regulations governing:
 - structure size
 - dimension
 - height
 - maximum lot coverage
- **(4)(a)(ii)** conform to setback requirements, which may consider:
 - proximity to property lines and other structures
 - easements
 - window orientation
 - massing
 - other design elements
- **(4)(a)(iii)** be designed consistent with the design of the single-family dwelling

(4)(b) Prohibit a detached ADU from being:

- **(4)(b)(i)** larger in size than the single-family dwelling on the same lot or parcel
- **(4)(b)(ii)** located within a public utility easement or other recorded easement
- **(4)(b)(iii)** located in a front-yard area
- **(4)(b)(iv)** rented for less than **90 consecutive days**

(4)(c)

Require the property owner to reside in either:

- the detached single-family dwelling, or
- the detached accessory dwelling unit

on the same lot or parcel.

(4)(d)

If a detached garage is converted to a detached ADU:

- any required parking spaces that were in the garage must be replaced on-site.
-

(4)(e)

Prohibit more than one accessory dwelling unit on a lot or parcel.

(4)(f) Prohibit a detached ADU if:

- **(4)(f)(i)** it will not have adequate access to required utility services that are project improvements, including:
 - sanitary sewer
 - culinary water
 - electrical
 - storm water
 - **(4)(f)(ii)** the utility system improvement it must connect to does not have sufficient capacity, including:
 - sanitary sewer
 - culinary water
 - electrical
 - storm water
-

(5) Limitations / exceptions

This section does not supersede:

(5)(a)

A land use regulation that regulates a detached accessory building that is not a detached accessory dwelling unit.

(5)(b)

Prohibitions or restrictions in a development agreement signed on or before **May 6, 2026**.

(5)(c)

A land use regulation or administrative action that:

- **(5)(c)(i)** is not prohibited by law
- **(5)(c)(ii)** relates to a detached accessory dwelling unit

Exhibit B

Proposed ADU Code Language

3.1.110 Definitions

DETACHED ACCESSORY DWELLING UNIT - an accessory dwelling unit that is not attached to or within a primary detached single-family dwelling and located on the same lot or parcel as the primary detached single-family dwelling.

LIVING AREA – the total enclosed floor area devoted to or contained within a residential unit, including all rooms, hallways, closets, storage areas, and similar enclosed spaces, not including garages.

3.14 Accessory Dwelling Units

3.14.010 Accessory Dwelling Units

3.14.020 Internal Accessory Dwelling Units

3.14.030 Detached Accessory Dwelling Units

3.14.02~~40~~ Non-Residential Accessory Structures

HISTORY

Amended by Ord. 2023-24 on 10/10/2023

Purpose

Accessory Dwelling Units are meant to assist in the creation of new housing units; support a more efficient use of existing housing stock and infrastructure; and provide housing that responds to changing family needs, smaller households, and increasing housing costs while maintaining the residential character of existing neighborhoods and minimizing impacts on adjacent properties.

3.14.010 Accessory Dwelling Units

Accessory Dwelling Units (Amended by Ord. 95-04, 02/28/95; 2004-13, 09/28/04; 2009-12, 07/14/09). An accessory dwelling unit shall be considered a subordinate dwelling unit within and part of a principal dwelling or detached from a principal dwelling and located on the same lot or parcel as the principal dwelling and which has its own cooking, sleeping, and sanitation facilities. ~~Internal accessory dwelling units may be permitted use subject to the following:~~

3.14.020 Internal Accessory Dwelling Units

Internal accessory dwelling units may be a permitted use subject to the following:

1. Accessory dwelling units are listed as a permitted use within the zone.
2. Internal Accessory dwelling units shall be permitted only in owner-occupied single-unit detached dwellings.
 - a. Owner occupancy shall not be required when the owner has submitted a temporary absence application prior to beginning the temporary absence and meets the following criteria:
 - i. The owner has a bona fide, temporary absence of three (3) years or less for activities such as temporary job assignments, sabbaticals, military service, or voluntary service (indefinite periods of absence from the dwelling shall not qualify for this exception); or
 - ii. The owner is placed in a hospital, nursing home, assisted living facility or other similar facility.
 - iii. Owner occupancy shall have the meaning set forth in Article 3.01.110, Alpine City Development Code.
 - iv. The owner has resided in the residence for at least one (1) year prior to beginning the temporary absence.

~~a.~~ 3. A maximum of one (1) accessory dwelling unit shall be permitted in on each owner-occupied single-unit detached dwelling lot or parcel. If a lot or parcel already has a detached accessory dwelling unit, no internal accessory dwelling unit will be allowed.

4. A single-unit detached dwelling with an accessory dwelling unit shall provide not less than four (4) off-street parking spaces. Parking spaces may include garage and driveway space. At least one (1) space shall be designated for the accessory dwelling unit.

5. An internal accessory dwelling unit may not be rented or offered for rent for a period of less than ninety (90) consecutive days.

~~b.~~

~~e.~~ 6. The accessory dwelling unit shall comply with all size and access specifications of the International Residential and Building Codes.

~~d.~~ 7. Accessory dwelling unit shall have at least one (1) separate entrance from the main dwelling accessible from outside. The entrance shall be located on the side or rear of the main dwelling.

~~e.~~ 8. A single-unit detached dwelling containing an accessory dwelling unit shall have not more than one (1) meter for each water, gas and electric utility service, and the meter shall be in the name of the owner.

9. All construction and remodeling to accommodate the accessory dwelling unit shall be in accordance with the International Residential and Building Codes in effect at the time of construction or remodeling.

10. Any person constructing or causing the construction of a residence that has an accessory dwelling unit or any person remodeling or causing the remodeling of a residence for an accessory dwelling unit, or any person desiring to provide an accessory dwelling unit within a single-unit detached dwelling, shall obtain an accessory dwelling unit Permit from the Building Department. Such permits shall be in addition to any building permits that may be necessary.

11. Each year the property owner of a lot or parcel with an Accessory Dwelling Unit (ADU) must fill out an ADU registration / rental license renewal form provided by Alpine City to certify that the ADU remains in compliance with the requirements of this Chapter. If the detached accessory dwelling unit is rented or offered for rent, the property owner shall pay the applicable rental license fee established by the City. No rental license fee shall be required if the detached accessory dwelling unit is not rented or offered for rent.

HISTORY

Adopted by Ord. 2023-24 on 10/10/2023

3.14.030 Detached Accessory Dwelling Units

Detached accessory dwelling units may be a permitted use subject to the following:

1. Single-family dwellings are listed as a permitted use within the zone.
2. Detached accessory dwelling units shall be a minimum of 300 square feet in living area and may be a maximum square footage according to the table below:

<u>Lot/Parcel Size</u>	<u>Maximum Detached ADU Living Area</u>
<u>Less than 10,000 sq. ft.</u>	<u>800 sq. ft.</u>
<u>10,001–20,000 sq. ft.</u>	<u>900 sq. ft.</u>
<u>20,001–40,000 sq. ft.</u>	<u>1,000 sq. ft.</u>
<u>40,001+ sq. ft.</u>	<u>1,200 sq. ft.</u>

3. Detached accessory dwelling units shall be owner-occupied or be located on a property that has an owner-occupied single-family dwelling.
- a. Owner occupancy shall not be required when the owner has submitted a temporary absence application prior to beginning the temporary absence and meets the following criteria:
- i. The owner has a bona fide, temporary absence of three (3) years or less for activities such as temporary job assignments, sabbaticals, military service, or voluntary service (indefinite periods of absence from the dwelling shall not qualify for this exception); or
- ii. The owner is placed in a hospital, nursing home, assisted living facility or other similar facility.
- iii. Owner occupancy shall have the meaning set forth in Article 3.01.110, Alpine City Development Code.
- iv. The owner has resided in the residence for at least one (1) year prior to beginning the temporary absence.
4. The addition or establishment of a detached accessory dwelling unit shall not cause the aggregate building coverage of all permanent structures on the lot or parcel to exceed the following:

<u>Lot/Parcel Size</u>	<u>Maximum Lot Coverage</u>
<u>Less than 10,000 sq. ft.</u>	<u>35%</u>
<u>10,001–20,000 sq. ft.</u>	<u>30%</u>
<u>20,001–40,000 sq. ft.</u>	<u>25%</u>
<u>40,001+ sq. ft.</u>	<u>22%</u>

5. A maximum of one (1) accessory dwelling unit shall be permitted on each owner-occupied lot or parcel. If a lot or parcel already has an internal accessory dwelling unit, no detached accessory dwelling unit will be allowed.
6. Occupancy of a detached accessory dwelling shall either be one individual or shall comply with the definition of Family as defined in §3.010.110 of this Code.
7. A detached accessory dwelling unit may not be rented or offered for rent for a period of less than ninety (90) consecutive days.
8. The detached accessory dwelling unit shall provide on-site parking spaces in addition to the parking spaces required for a single-family dwelling according to the table below:

ADU size

On-Site Parking Spaces Required

Less than or equal to 650 sq. ft

1

More than 650 sq. ft.

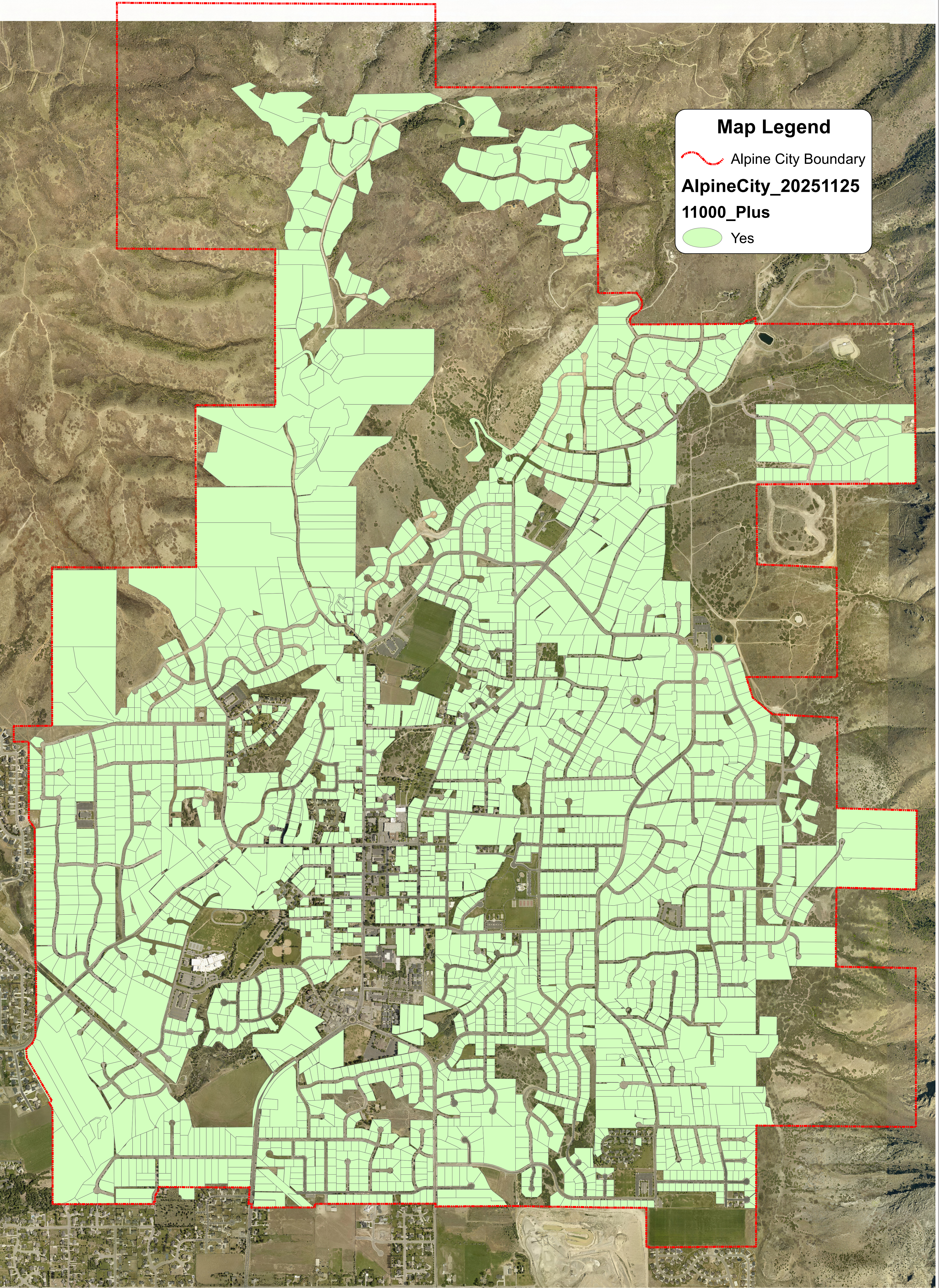
2

9. The detached accessory dwelling unit shall meet the same setbacks as those required for accessory buildings in the zone in which it is located.
10. The detached accessory dwelling unit shall meet the same height requirement as that required for accessory buildings in the zone in which it is located; however, in no case shall the maximum height exceed 25 feet to the top of the roof ridge line.
11. The detached accessory dwelling unit shall be built with a design that is consistent with the design of the main dwelling.
12. The accessory dwelling unit shall comply with all size and access specifications of the International Residential and Building Codes.
13. The detached accessory dwelling unit shall connect to the same meter as the main dwelling for each water, gas and electric utility service, and the meter shall be in the name of the owner. If there is not sufficient capacity for the accessory dwelling unit on the meter, it is prohibited.
14. All construction and remodeling to accommodate the detached accessory dwelling unit shall be in accordance with the International Residential and Building Codes in effect at the time of construction or remodeling.
15. A legally constructed accessory structure may be converted to a detached accessory dwelling unit in accordance with the process established by the City. The conversion shall comply with applicable accessory structure setback requirements and applicable building, health, and fire codes.
16. Any person constructing or causing the construction of a detached accessory dwelling unit or any person remodeling or causing the remodeling of a detached accessory dwelling unit shall obtain an Accessory Dwelling Unit (ADU) Permit from the Building Department. Such permit shall be in addition to any building permits that may be necessary.
17. Each year the property owner of a lot or parcel containing an Accessory Dwelling Unit (ADU) must fill out an ADU registration / rental license renewal form provided by Alpine City to certify that the ADU remains in compliance with the requirements of this Chapter. If the detached accessory dwelling unit is rented or offered for rent, the property owner shall pay the applicable rental license fee established by the City. No rental license fee shall be required if the detached accessory dwelling unit is not rented or offered for rent.

3.14.0240 Non-Residential Accessory Structures

Non-Residential Accessory Structures The following applies to non-residential accessory structures:

1. Definition. As used in this section, "non-residential accessory structure" means any detached accessory structure that is not designed or used as a dwelling, dwelling unit, or otherwise for overnight accommodations. Examples of non-residential accessory structures include detached garages, shops, barns, and pool houses.
- b. Non-residential accessory Structure Agreement. As a condition of receiving a building permit for an accessory structure, the applicant will be required to enter into a non-residential accessory structure agreement in a form provided by the city. Such agreement will be recordable and will contain acknowledgments and agreements not to use the accessory structure as a dwelling, dwelling unit, or Accessory apartment, or otherwise for overnight accommodations.



Map Legend

 Alpine City Boundary

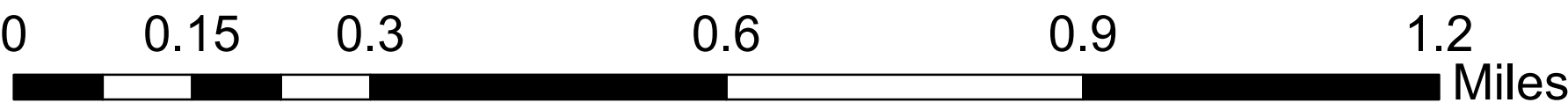
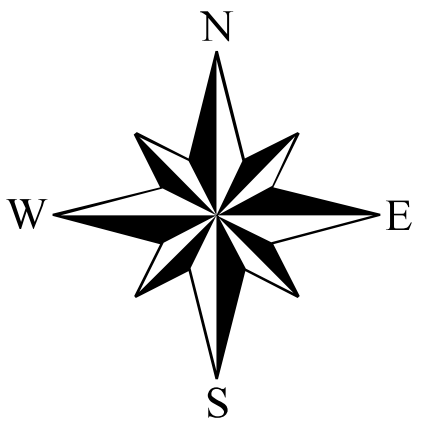
AlpineCity_20251125

11000_Plus

 Yes



+11,000 Square Feet



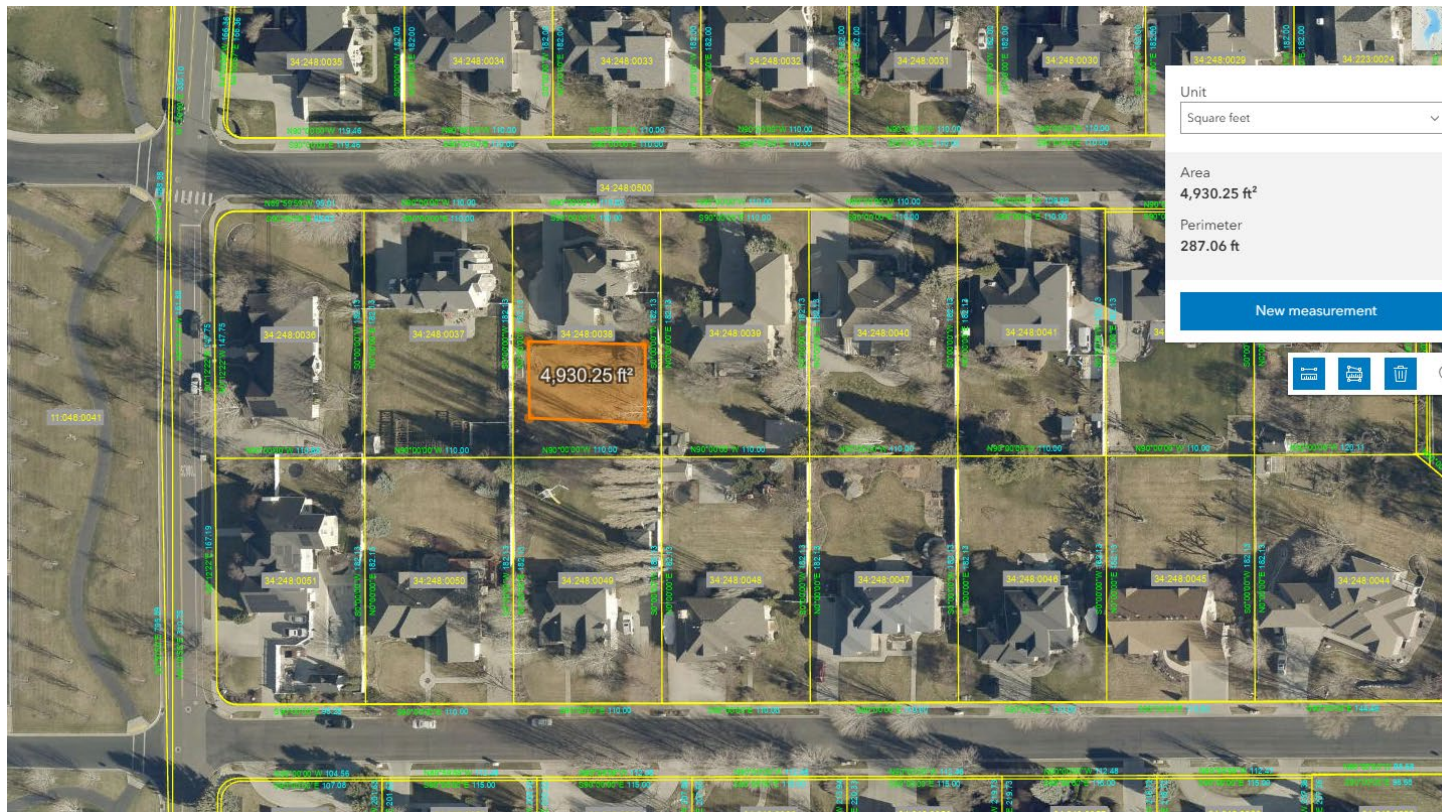


209 W PARKWAY DR

Lot size: 13,000 sq ft

House size: 3,300 sq ft + 2800 sq ft available space = 6,100 sq ft

$6,100 / 13,000 = 47\%$ lot coverage; 30% threshold



650 E 100 NORTH

Lot size: 19,961 sq ft

House size: 3,200 sq ft + 4,900 sq ft of available space = 8,100 sq ft

$8,100 / 19,961 = 40\%$ lot coverage; 30% threshold



117 W BORDEAUX LN

Lot size: over 10,000sq ft, .23 acres

House size: .07 acres, already exceeds 30% threshold, no DADU allowed



Eliminating Lot Coverage still allows a little bit of space for a Detached ADU



Many properties would not be able or want to have a large accessory building

ORDINANCE No. 2026-16

AN ORDINANCE AMENDING SECTIONS 3.1.110, 3.14.010, 3.14.020, AND ADDING 3.14.030 AND 3.14.040 OF THE ALPINE DEVELOPMENT CODE TO ADJUST CODE LANGUAGE REGARDING ACCESSORY DWELLING UNITS AND ADD NEW LANGUAGE FOR DETACHED ACCESSORY DWELLING UNITS

WHEREAS, the Planning Commission held a public hearing on August 18, 2026, and reviewed the proposed amendment and addition to the Alpine City Development Code, and made a recommendation to the City Council;

WHEREAS, Alpine City is required by Utah state law to include a means to construct detached accessory dwelling units on or before October 1, 2026;

WHEREAS, the City Council reviewed the proposed amendments and determined that the proposed amendments to Section 3.14 of the Alpine Development Code are in the best interest of the public health, safety, and welfare; and

WHEREAS, the City Council finds that the proposed amendments are consistent with the City's General Plan, and policies of the city.

NOW, THEREFORE, be it ordained by the Mayor and City Council of Alpine City, in the State of Utah, as follows:

That the Alpine Development Code amendments and update set forth in Exhibit A, attached hereto, are adopted.

Carla Merrill, Alpine City Mayor



VOTING:

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

ATTEST:

DeAnn Parry, City Recorder

Exhibit A

3.1.110 Definitions

DETACHED ACCESSORY DWELLING UNIT - an accessory dwelling unit that is not attached to or within a primary detached single-family dwelling and located on the same lot or parcel as the primary detached single-family dwelling.

LIVING AREA – the total enclosed floor area devoted to or contained within a residential unit, including all rooms, hallways, closets, storage areas, and similar enclosed spaces, not including garages.

3.14 Accessory Dwelling Units

3.14.010 Accessory Dwelling Units

3.14.020 Internal Accessory Dwelling Units

3.14.030 Detached Accessory Dwelling Units

3.14.040 Non-Residential Accessory Structures

HISTORY

Amended by Ord. [2023-24](#) on 10/10/2023

Purpose

Accessory Dwelling Units are meant to assist in the creation of new housing units; support a more efficient use of existing housing stock and infrastructure; and provide housing that responds to changing family needs, smaller households, and increasing housing costs while maintaining the residential character of existing neighborhoods and minimizing impacts on adjacent properties.

3.14.010 Accessory Dwelling Units

Accessory Dwelling Units (Amended by Ord. 95-04, 02/28/95; 2004-13, 09/28/04; 2009-12, 07/14/09). An accessory dwelling unit shall be considered a subordinate dwelling unit within and part of a principal dwelling or detached from a principal dwelling and located on the same lot or parcel as the principal dwelling and which has its own cooking, sleeping, and sanitation facilities.

3.14.020 Internal Accessory Dwelling Units

Internal accessory dwelling units may be a permitted use subject to the following:

1. Accessory dwelling units are listed as a permitted use within the zone.
2. Internal Accessory dwelling units shall be permitted only in owner-occupied single-unit detached dwellings.
 - a. Owner occupancy shall not be required when the owner has submitted a temporary absence application prior to beginning the temporary absence and meets the following criteria:
 - i. The owner has a bona fide, temporary absence of three (3) years or less for activities such as temporary job assignments, sabbaticals, military service, or voluntary service (indefinite periods of absence from the dwelling shall not qualify for this exception);
or

- ii. The owner is placed in a hospital, nursing home, assisted living facility or other similar facility.
 - iii. Owner occupancy shall have the meaning set forth in Article 3.01.110, Alpine City Development Code.
 - iv. The owner has resided in the residence for at least one (1) year prior to beginning the temporary absence.
3. A maximum of one (1) accessory dwelling unit shall be permitted on each owner-occupied lot or parcel. If a lot or parcel already has a detached accessory dwelling unit, no internal accessory dwelling unit will be allowed.
4. A single-unit detached dwelling with an accessory dwelling unit shall provide not less than four (4) off-street parking spaces. Parking spaces may include garage and driveway space. At least one (1) space shall be designated for the accessory dwelling unit.
5. An internal accessory dwelling unit may not be rented or offered for rent for a period of less than ninety (90) consecutive days.
6. The accessory dwelling unit shall comply with all size and access specifications of the International Residential and Building Codes.
7. Accessory dwelling unit shall have at least one (1) separate entrance from the main dwelling accessible from outside. The entrance shall be located on the side or rear of the main dwelling.
8. A single-unit detached dwelling containing an accessory dwelling unit shall have not more than one (1) meter for each water, gas and electric utility service, and the meter shall be in the name of the owner.
9. All construction and remodeling to accommodate the accessory dwelling unit shall be in accordance with the International Residential and Building Codes in effect at the time of construction or remodeling.
10. Any person constructing or causing the construction of a residence that has an accessory dwelling unit or any person remodeling or causing the remodeling of a residence for an accessory dwelling unit, or any person desiring to provide an accessory dwelling unit within a single-unit detached dwelling, shall obtain an accessory dwelling unit Permit from the Building Department. Such permit shall be in addition to any building permits that may be necessary.
11. Each year the property owner of a lot or parcel with an Accessory Dwelling Unit (ADU) must fill out an ADU registration / rental license renewal form provided by Alpine City to certify that the ADU remains in compliance with the requirements of this Chapter. If the detached accessory dwelling unit is rented or offered for rent, the property owner shall pay the applicable rental license fee established by the City. No rental license fee shall be required if the detached accessory dwelling unit is not rented or offered for rent.

HISTORY

Adopted by Ord. [2023-24](#) on 10/10/2023

3.14.030 Detached Accessory Dwelling Units

Detached accessory dwelling units may be a permitted use subject to the following:

1. Single-family dwellings are listed as a permitted use within the zone.
2. Detached accessory dwelling units shall be a minimum of 300 square feet in living area and may be a maximum square footage according to the table below:

Lot/Parcel Size	Maximum Detached ADU Living Area
Less than 10,000 sq. ft.	800 sq. ft.
10,001–20,000 sq. ft.	900 sq. ft.
20,001–40,000 sq. ft.	1,000 sq. ft.
40,001+ sq. ft.	1,200 sq. ft.

3. Detached accessory dwelling units shall be owner-occupied or be located on a property that has an owner-occupied single-family dwelling.
 - a. Owner occupancy shall not be required when the owner has submitted a temporary absence application prior to beginning the temporary absence and meets the following criteria:
 - i. The owner has a bona fide, temporary absence of three (3) years or less for activities such as temporary job assignments, sabbaticals, military service, or voluntary service (indefinite periods of absence from the dwelling shall not qualify for this exception); or
 - ii. The owner is placed in a hospital, nursing home, assisted living facility or other similar facility.
 - iii. Owner occupancy shall have the meaning set forth in Article 3.01.110, Alpine City Development Code.
 - iv. The owner has resided in the residence for at least one (1) year prior to beginning the temporary absence.
4. The addition or establishment of a detached accessory dwelling unit shall not cause the aggregate building coverage of all permanent structures on the lot or parcel to exceed the following:

Lot/Parcel Size	Maximum Lot Coverage
Less than 10,000 sq. ft.	35%
10,001–20,000 sq. ft.	30%
20,001–40,000 sq. ft.	25%
40,001+ sq. ft.	22%

5. A maximum of one (1) accessory dwelling unit shall be permitted on each owner-occupied lot or parcel. If a lot or parcel already has an internal accessory dwelling unit, no detached accessory dwelling unit will be allowed.
6. Occupancy of a detached accessory dwelling shall either be one individual or shall comply with the definition of Family as defined in §3.010.110 of this Code.
7. A detached accessory dwelling unit may not be rented or offered for rent for a period of less than ninety (90) consecutive days.
8. The detached accessory dwelling unit shall provide on-site parking spaces in addition to the parking spaces required for a single-family dwelling according to the table below:

ADU size	On-Site Parking Spaces Required
Less than or equal to 650 sq. ft	1
More than 650 sq. ft.	2

9. The detached accessory dwelling unit shall meet the same setbacks as those required for accessory buildings in the zone in which it is located.
10. The detached accessory dwelling unit shall meet the same height requirement as that required for accessory buildings in the zone in which it is located; however, in no case shall the maximum height exceed 25 feet to the top of the roof ridgeline.
11. The detached accessory dwelling unit shall be built with a design that is consistent with the design of the main dwelling.
12. The accessory dwelling unit shall comply with all size and access specifications of the International Residential and Building Codes.
13. The detached accessory dwelling unit shall connect to the same meter as the main dwelling for each water, gas and electric utility service, and the meter shall be in the name of the owner. If there is not sufficient capacity for the accessory dwelling unit on the meter, it is prohibited.
14. All construction and remodeling to accommodate the detached accessory dwelling unit shall be in accordance with the International Residential and Building Codes in effect at the time of construction or remodeling.
15. A legally constructed accessory structure may be converted to a detached accessory dwelling unit in accordance with the process established by the City. The conversion shall comply with applicable accessory structure setback requirements and applicable building, health, and fire codes.
16. Any person constructing or causing the construction of a detached accessory dwelling unit or any person remodeling or causing the remodeling of a detached accessory dwelling unit shall obtain an Accessory Dwelling Unit (ADU) Permit from the Building Department. Such permit shall be in addition to any building permits that may be necessary.
17. Each year the property owner of a lot or parcel containing an Accessory Dwelling Unit (ADU) must fill out an ADU registration / rental license renewal form provided by Alpine City to certify that the ADU remains in compliance with the requirements of this Chapter. If the detached accessory dwelling unit is rented or offered for rent, the property owner shall pay the applicable rental license fee established by the City. No rental license fee shall be required if the detached accessory dwelling unit is not rented or offered for rent.

3.14.040 Non-Residential Accessory Structures

Non-Residential Accessory Structures The following applies to non-residential accessory structures:

1. Definition. As used in this section, "non-residential accessory structure" means any detached accessory structure that is not designed or used as a dwelling, dwelling unit, or otherwise for overnight accommodations. Examples of non-residential accessory structures include detached garages, shops, barns, and pool houses.
- b. Non-residential accessory Structure Agreement. As a condition of receiving a building permit for an accessory structure, the applicant will be required to enter into a non-residential accessory structure agreement in a form provided by the city. Such agreement will be recordable and will contain acknowledgments and agreements not to use the accessory structure as a dwelling, dwelling unit, or Accessory apartment, or otherwise for overnight accommodations.

ALPINE CITY COUNCIL AGENDA

SUBJECT: Proposal of SilverLeaf Plat B Amended

FOR CONSIDERATION ON: September 8, 2026

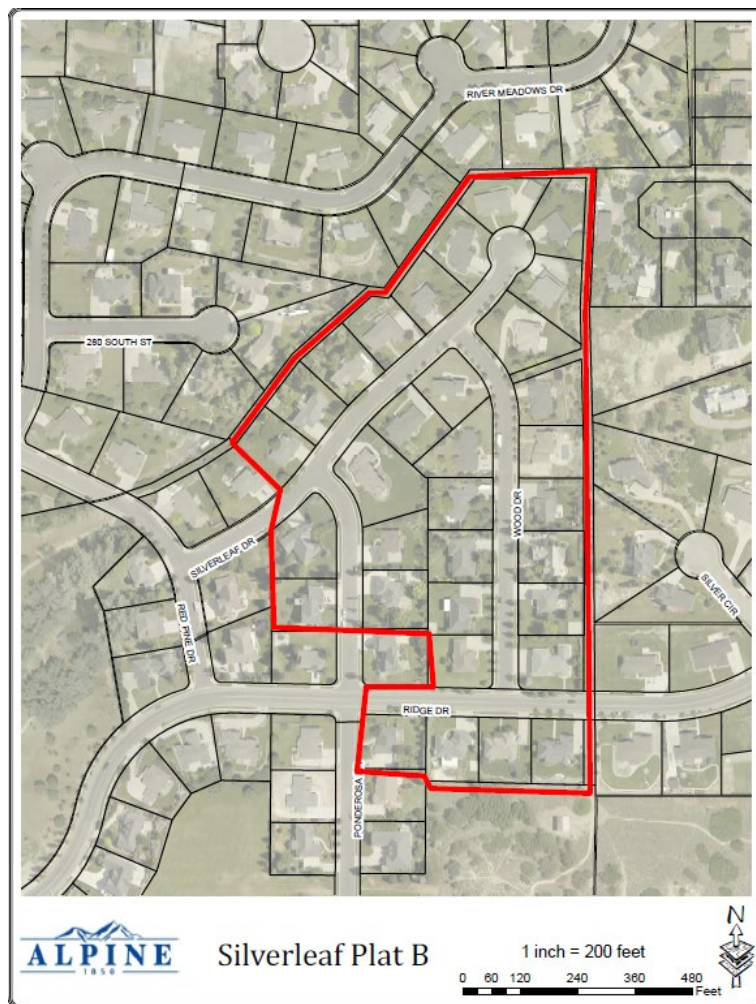
PETITIONER: Scott Ross – SilverLeaf Plat B Resident

ACTION REQUESTED BY PETITIONER: Approval of SilverLeaf Plat B Amended

Review Type: Administrative

BACKGROUND INFORMATION:

SilverLeaf Plat B comprises lots 25-56 and is located off Red Pine Dr and Ridge Dr, to the north of Silverleaf Park and northeast of Peterson Park. The three roads that encompass Plat B are Silverleaf Dr, Ponderosa Dr and Wood Dr.



The applicant is requesting that the Alpine City Council approve a new plat, SilverLeaf Plat B Amended, as an amendment to SilverLeaf Plat B. This amended plat proposes to eliminate the common area owned by the owners of record of the plat that immediately abuts lots 28-44 of the plat, which was originally planned as a trail through the area for the benefit of all owners of

[illegible]

- (a) There is good cause for the vacation or amendment; and
- (b) No public street or municipal utility easement has been vacated or amended.

Neither the Utah State Code nor the Alpine Development Code define the term “good cause” for purposes of a plat amendment. Therefore, whether good cause exists is determined on a case-by-case basis by the land use authority based on the specific facts and circumstances of each request. It has been clearly demonstrated that this area is not City property but is owned collectively by the owners of record of SilverLeaf Plat B. This could be a factor that supports the City in making the decision to approve the plat amendment.

Other reasons there might be good cause are listed below.

- The existing common area trail is not very accessible due to overgrowth and lack of maintenance.
- Could help resolve long-standing ownership questions
- Could allow more practical use of the land

There might be reasons that good cause is not found by the land use authority, such as those listed below.

- The common area would be eliminated
- All lots on the plat would lose a granted amenity
- Lots 25-27, 45-56 would gain no real property

As a reminder, the reasons stated above are not meant to be comprehensive of the full list of reasons either for or against finding good cause for the amendment.

If approved, the official amended plat may not be submitted to the county recorder for recording unless it is:

- (a) Signed by the land use authority; and
- (b) Signed and dedicated by each owner of record of SilverLeaf Plat B

STATE/CITY CODE SECTIONS:

- Utah State Code 10-20-811 Subdivision Amendments
- Utah State Code 10-20-812 Land use authority approval of vacation or amendment of plat – Recording the amended plat
- Alpine Development Code 4.04.100 Amendments to Recorded Plats; Vacation of Public Street
- Alpine Development Code 4.06.040 Subdivision Amendments

PUBLIC NOTICE:

A public hearing is required as part of this proposal for an amended subdivision plat

STAFF RECOMMENDATION:

Staff recommends that the City Council evaluate and consider the proposed subdivision amendment and determine if there is a finding of good cause for the amended plat. If City Council decides to approve the amended plat, staff recommends that the recorded plat include a note for a 20 ft municipal utility easement with the proposed public utility easement on the east side property line of Lot 28 for City access.

Motion to Approve

I move to approve the amended subdivision plat, SilverLeaf Plat B Amended, as proposed.

Motion to Approve with Changes

I move to approve the amended subdivision plat, SilverLeaf Plat B Amended, as proposed, subject to the following conditions:

- INSERT CONDITIONS

Motion to Table

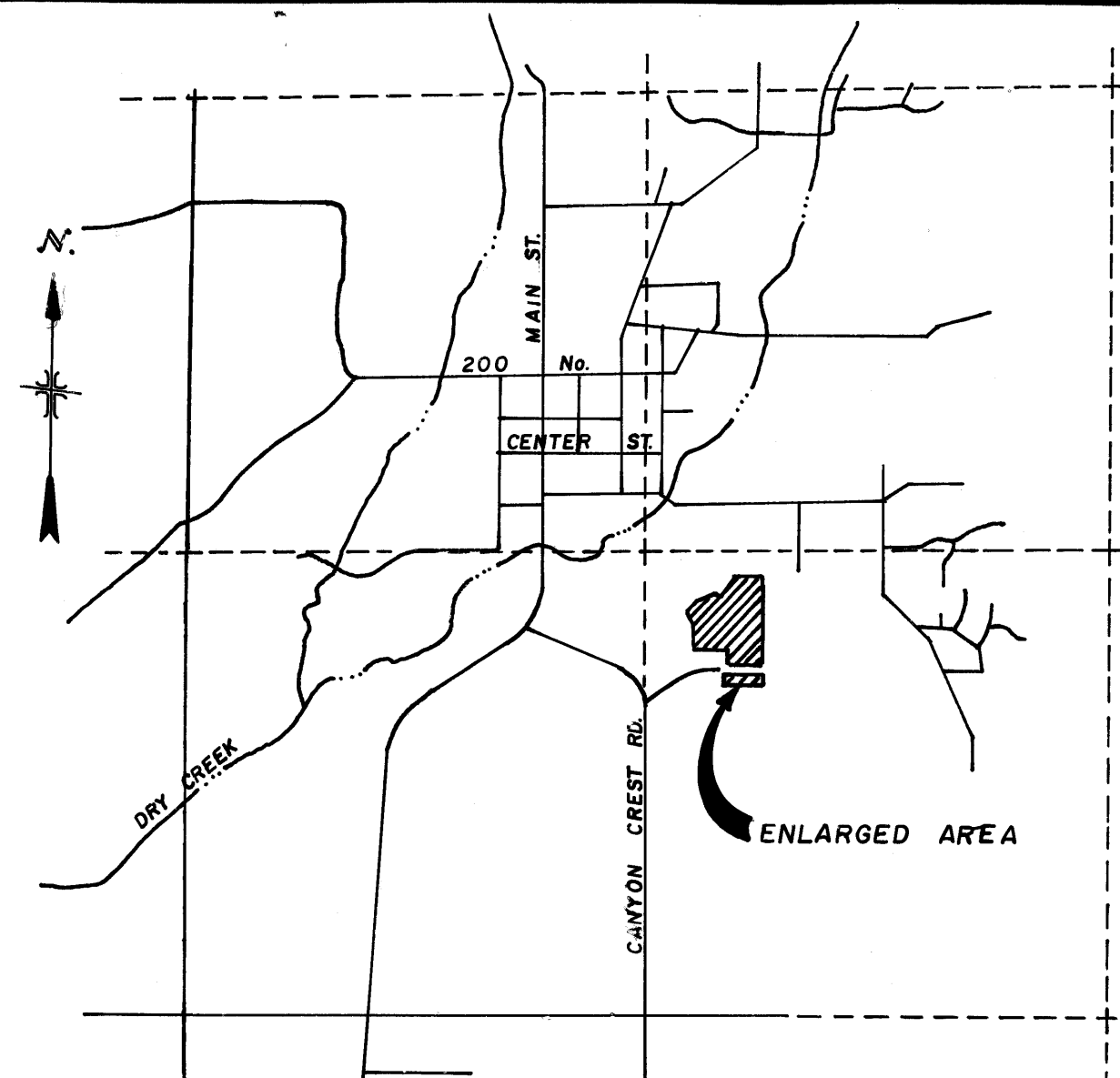
I move to table the amended subdivision plat, SilverLeaf Plat B Amended, to a future meeting based on the following findings:

- INSERT FINDINGS

Motion to Deny

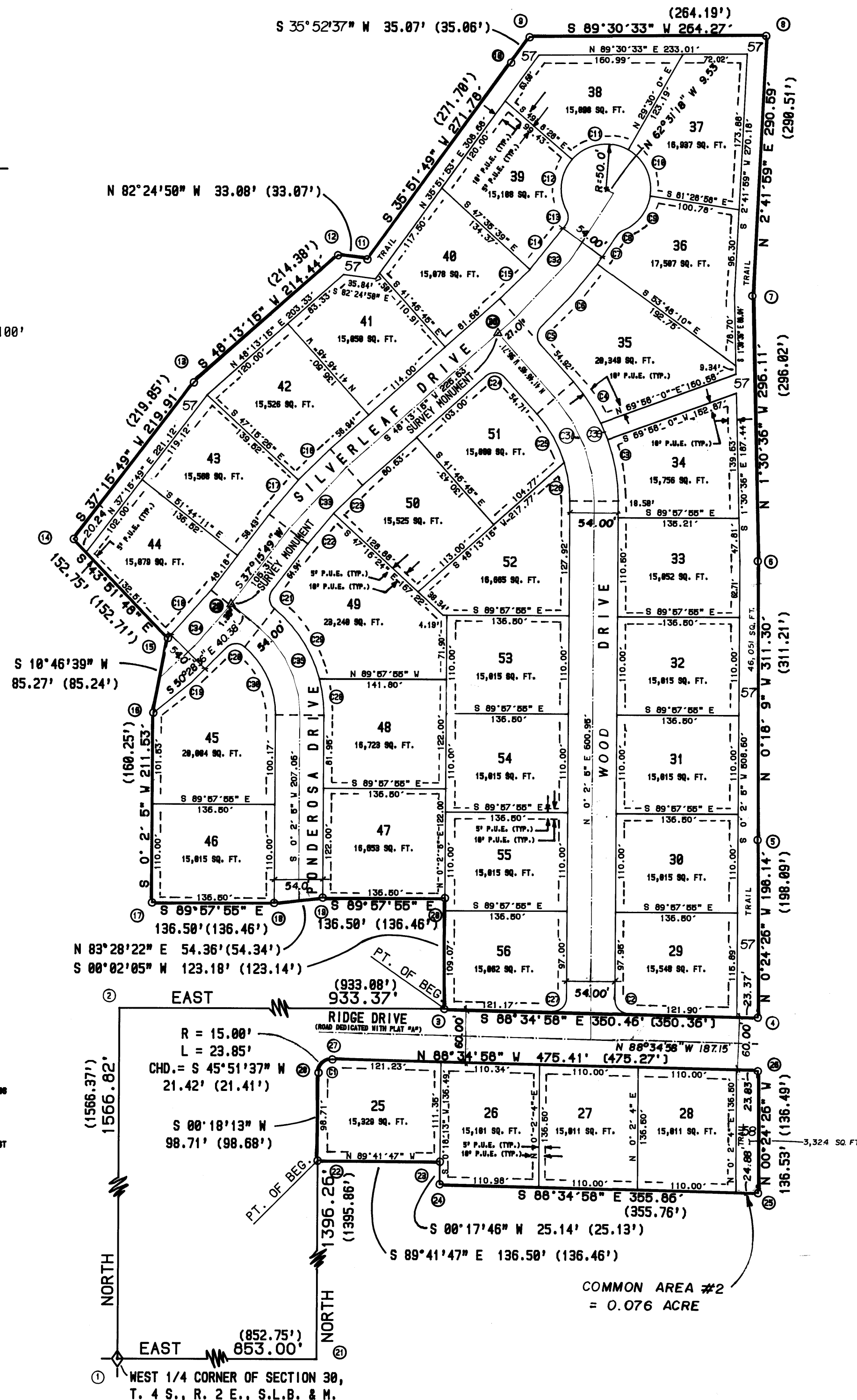
I move to deny the amended subdivision plat, SilverLeaf Plat B Amended, as proposed based on the following findings:

- INSERT FINDINGS



ALPINE CITY
VICINITY MAP
SCALE: 1" = 2000'

COMMON AREA #1
= 1.057 ACRES



STATE PLANE COORDINATES

STA.	NORTHING	EASTING
1	789,514.4488	1,824,861.0000
2	779,889.8132	1,824,861.0000
3	779,449.9132	1,825,984.0000
4	779,872.1488	1,825,984.0000
5	779,278.2816	1,825,452.8823
6	779,581.4298	1,825,451.2883
7	779,877.0573	1,825,452.8888
8	771,117.5406	1,825,451.1728
9	771,185.2886	1,825,172.3877
10	771,156.8759	1,825,152.4436
11	779,818.0848	1,824,862.2848
12	779,827.8988	1,824,862.8881
13	779,778.2186	1,824,980.9171
14	779,883.2482	1,824,867.5885
15	779,489.4475	1,824,757.3771
16	779,489.4475	1,824,757.3771
17	779,187.8411	1,824,757.3481
18	779,187.3684	1,824,860.7188
19	779,284.3658	1,824,867.8888
20	779,284.3658	1,824,867.8888
21	789,514.4488	1,824,843.7538
22	789,818.0848	1,824,843.7538
23	789,449.9132	1,825,980.2128
24	789,884.4484	1,825,980.8823
25	789,875.3485	1,825,451.7878
26	779,823.8818	1,824,855.8431
27	779,449.9132	1,824,844.2787
28	779,824.3472	1,824,843.5283
29	779,824.3472	1,825,152.4872
30	779,824.3472	1,825,152.4872

NOTE:
THE MAXIMUM AREA ON ANY LOT WHICH SHALL BE PLANTED IN GRASS OR OTHER SIMILAR VEGETATION REQUIRING ANY SIGNIFICANT MAINTENANCE SHALL NOT EXCEED 10,000 SQUARE FEET OF THE SURFACE AREA OF THE LOT. ANY ADDITIONAL LANDSCAPING MUST BE LOCALLY INDICATED PLANTS, TREES AND BUSHES AND AN IRRIGATION SYSTEM, SUCH AS DRIIP IRRIGATION, WHICH CONSERVES WATER.

SUBDIVISION ADDRESSES TABLE

LOT NO.	ADDRESS
25	445 S. PONDEROSA DR. 430 E. RIDGE DR.
26	450 E. RIDGE DR.
27	470 E. RIDGE DR.
28	504 E. RIDGE DR.
29	495 E. RIDGE DR. 415 S. WOOD DR.
30	395 S. WOOD DR.
31	375 S. WOOD DR.
32	355 S. WOOD DR.
33	335 S. WOOD DR.
34	315 S. WOOD DR.
35	295 S. WOOD DR. 480 E. SILVERLEAF DR.
36	490 E. SILVERLEAF DR.
37	496 E. SILVERLEAF DR.
38	485 E. SILVERLEAF DR.
39	475 E. SILVERLEAF DR.
40	455 E. SILVERLEAF DR.
41	435 E. SILVERLEAF DR.
42	425 E. SILVERLEAF DR.
43	415 E. SILVERLEAF DR.
44	395 E. SILVERLEAF DR.
45	380 E. SILVERLEAF DR. 370 S. PONDEROSA DR.
46	380 S. PONDEROSA DR.
47	385 S. PONDEROSA DR.
48	373 S. PONDEROSA DR.
49	345 S. PONDEROSA DR. 420 E. SILVERLEAF DR.
50	440 E. SILVERLEAF DR.
51	450 E. SILVERLEAF DR. 302 S. WOOD DR.
52	320 S. WOOD DR.
53	350 S. WOOD DR.
54	370 S. WOOD DR.
55	394 S. WOOD DR.
56	410 S. WOOD DR.

CURVE TABLE

STA.	RADIUS	DELTA	ARC LENGTH	BEARING	CHORD	DISTANCE
C1	15.00'	91°06'49"	23.85'	N 45°51'37" E	21.42'	
C2	15.00'	88°37'03"	23.20'	S 44°16'26" E	20.96'	
C3	200.00'	20°04'05"	70.05'	S 09°59'57" E	69.69'	
C4	200.00'	16°00'24"	55.87'	S 33°46'33" E	55.69'	
C5	15.00'	88°22'41"	23.14'	S 02°24'35" E	20.91'	
C6	515.00'	10°24'06"	93.50'	S 41°23'54" W	93.37'	
C7	515.00'	04°12'35"	37.84'	S 34°05'33" W	37.83'	
C8	15.00'	35°21'44"	9.26'	S 40°40'00" W	9.11'	
C9	50.00'	58°49'58"	51.34'	S 37°56'01" W	49.12'	
C10	50.00'	69°01'02"	68.23'	S 25°59'29" E	56.65'	
C11	50.00'	78°38'27"	68.63'	N 08°10'46" E	63.37'	
C12	50.00'	69°58'31"	61.06'	N 05°52'17" E	57.34'	
C13	15.00'	63°34'58"	16.64'	N 02°40'30" E	15.88'	
C14	461.00'	07°56'21"	63.88'	N 38°26'10" E	63.83'	
C15	461.00'	05°48'54"	46.78'	N 45°18'48" E	46.77'	
C16	521.00'	05°28'42"	49.81'	N 45°28'54" E	49.80'	
C17	521.00'	05°28'44"	49.82'	N 40°00'11" E	49.80'	
C18	466.00'	08°52'23"	72.17'	N 41°42'01" E	72.10'	
C19	520.00'	12°01'07"	109.08'	S 47°48'16" W	108.88'	
C20	15.00'	88°49'20"	23.25'	S 86°12'52" W	20.99'	
C21	15.00'	87°44'25"	22.97'	N 08°36'24" W	20.79'	
C22	467.00'	05°27'47"	44.53'	N 39°59'43" E	44.51'	
C23	467.00'	05°28'30"	44.78'	S 45°28'25" W	44.76'	
C24	15.00'	90°00'00"	23.56'	N 86°46'45" W	21.21'	
C25	146.00'	24°34'37"	62.63'	N 29°29'26" W	62.15'	
C26	146.00'	17°14'13"	43.92'	N 08°35'01" W	43.76'	
C27	15.00'	91°22'57"	23.92'	N 45°43'33" E	21.47'	
C28	154.00'	15°04'21"	48.51'	S 07°30'05" E	48.40'	
C29	154.00'	35°26'20"	95.25'	N 32°45'26" W	93.74'	
C30	100.00'	49°24'33"	86.24'	N 24°40'11" W	83.59'	
C31	173.00'	41°48'50"	126.25'	N 20°52'20" W	123.47'	
C32	488.00'	20°44'33"	176.67'	N 37°50'58" E	175.70'	
C33	494.00'	10°57'26"	94.47'	S 42°44'32" W	94.33'	
C34	493.00'	13°04'53"	112.56'	S 43°48'15" W	112.31'	
C35	127.00'	58°30'41"	111.96'	S 25°13'15" E	108.37'	
C36	200.00'	06°44'21"	20.03'	S 22°04'09" E	20.03'	

SECOND BOUNDARY DESCRIPTION

COMMENCING EAST 853.00 FEET AND NORTH 1,396.26 FEET FROM THE WEST ONE QUARTER CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 2 EAST,

SALT LAKE BASE & MERIDIAN; THENCE AS FOLLOWS:

COURSE	DISTANCE	REMARKS
S 89°41'47" E	136.50'	
S 08°17'46" W	25.14'	
S 88°34'58" W	355.86'	
N 08°24'26" W	136.53'	
N 88°34'58" W	475.48'	
SOUTHWESTERLY ARC = 23.85'		ALONG THE ARC OF A 15.00 FOOT RADIUS CURVE LEFT, CHORD BEARS S 45°51'37" W - 21.42', Δ = 91°06'49"
S 08°18'13" W	98.71'	TO THE POINT OF BEGINNING.
		AREA = 1.464 ACRES.

BASIS OF BEARING = UTAH COORDINATE BEARINGS, CENTRAL ZONE.

SURVEYOR'S CERTIFICATE

I, BARRY L. PRETTYMAN, DO HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR, AND THAT I HOLD CERTIFICATE NO. 166406, AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH. I FURTHER CERTIFY BY AUTHORITY OF THE OWNERS, I HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT AND DESCRIBED BELOW, AND HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS, BLOCKS, STREETS, AND EASEMENTS AND THE SAME HAS BEEN CORRECTLY SURVEYED AND STAKED ON THE GROUND AS SHOWN ON THIS PLAT AND THAT THIS PLAT IS TRUE AND CORRECT.

BOUNDARY DESCRIPTION

COMMENCING NORTH 1566.82 FEET AND EAST 993.37 FEET FROM THE WEST ONE QUARTER CORNER OF SECTION 30, T. 4 S., R. 2 E., SALT LAKE BASE & MERIDIAN; THENCE AS FOLLOWS:

COURSE	DISTANCE	REMARKS
S 88°34'58" E	350.46'	
N 00°24'26" W	198.14'	
N 00°18'09" W	311.30'	
N 00°30'36" W	296.11'	
N 02°41'58" E	290.89'	
S 89°30'33" W	264.27'	
S 35°52'37" W	35.07'	
S 35°51'49" W	271.78'	
N 82°24'50" W	33.08'	
S 48°13'15" W	214.44'	
S 37°15'49" W	219.91'	
S 43°51'48" E	152.75'	
S 09°49'53" W	65.27'	
S 00°02'05" W	211.53'	
S 89°57'55" E	136.50'	
N 83°28'22" E	54.36'	
S 89°57'55" E	136.50'	
S 00°02'05" W	123.18'	TO POINT OF BEGINNING.

AREA = 13.840 ACRES.

BASIS OF BEARING = UTAH COORDINATE BEARINGS, CENTRAL ZONE.

Nov. 8, 1995
DATE

Barry L. Prettyman
SURVEYOR
(See Seal Below)

OWNERS' DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT WE, ALL OF THE UNDERSIGNED OWNERS OF ALL OF THE PROPERTY DESCRIBED IN THE SURVEYOR'S CERTIFICATE HEREON AND SHOWN ON THIS MAP, HAVE CAUSED THE SAME TO BE SUBDIVIDED INTO LOTS, BLOCKS, STREETS AND EASEMENTS AND DO HEREBY DEDICATE THE STREETS AND OTHER PUBLIC AREAS AS INDICATED HEREON FOR PERPETUAL USE OF THE PUBLIC.

IN WITNESS WHEREOF WE HAVE HEREUNTO SET OUR HANDS THIS 4th DAY OF MARCH, A.D. 1996.

Taylor/Turner Properties LLC by Kim C. Turner manager
Taylor Homes by Kim C. Turner vice president
TAYLOR HOMES KIM C. TURNER VICE PRESIDENT

ACKNOWLEDGEMENT

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

ON THE 4th DAY OF MARCH, A.D. 1996, PERSONALLY APPEARED BEFORE ME THE SIGNERS OF THE FOREGOING DEDICATION WHO DULY ACKNOWLEDGE TO ME THAT THEY DID EXECUTE THE SAME.

MY COMMISSION EXPIRES

A NOTARY PUBLIC COMMISSIONED IN UTAH
KARL HANSEN
PRINTED FULL NAME OF NOTARY

NOTARY ADDRESS

ACCEPTANCE BY LEGISLATIVE BODY

THE CITY COUNCIL OF ALPINE CITY, 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 26th DAY OF MARCH, A.D. 1996.

James Hall MAYOR
Robert E. Bateman
Kim C. Turner
APPROVED
(See Seal Below)

Phyllis Black
Don Watkins
Janice Williams
ATTEST
CLERK-RECORDER
(See Seal Below)

BOARD OF HEALTH

APPROVED SUBJECT TO THE FOLLOWING CONDITIONS

CITY-COUNTY HEALTH DEPARTMENT

PLANNING COMMISSION APPROVAL

APPROVED THIS 5th DAY OF December, A.D. 1995, BY THE ALPINE CITY PLANNING COMMISSION

DIRECTOR-SECRETARY

Janice Williams
CHAIRMAN, PLANNING COMMISSION

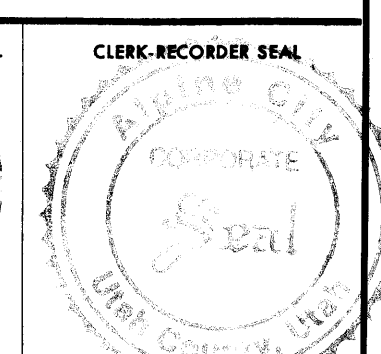
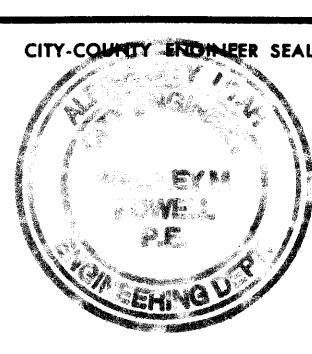
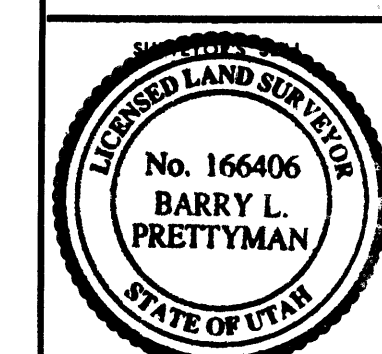
PLAT "B"

ENL 32431 80 16561

RECORDED
UTAH COUNTY RECORDER
RECORDED FOR ALPINE CITY
1996 APR 18 1:22 PM FEE \$2.00 BY 10

SILVERLEAF
A PLANNED RESIDENTIAL DEVELOPMENT

SUBDIVISION
ALPINE CITY UTAH COUNTY, UTAH
SCALE: 1" = 100 FEET



This form approved by Utah County and the municipalities therein.

APPROVAL AS TO FORM

APPROVED THIS 27th DAY OF March, A.D. 1996

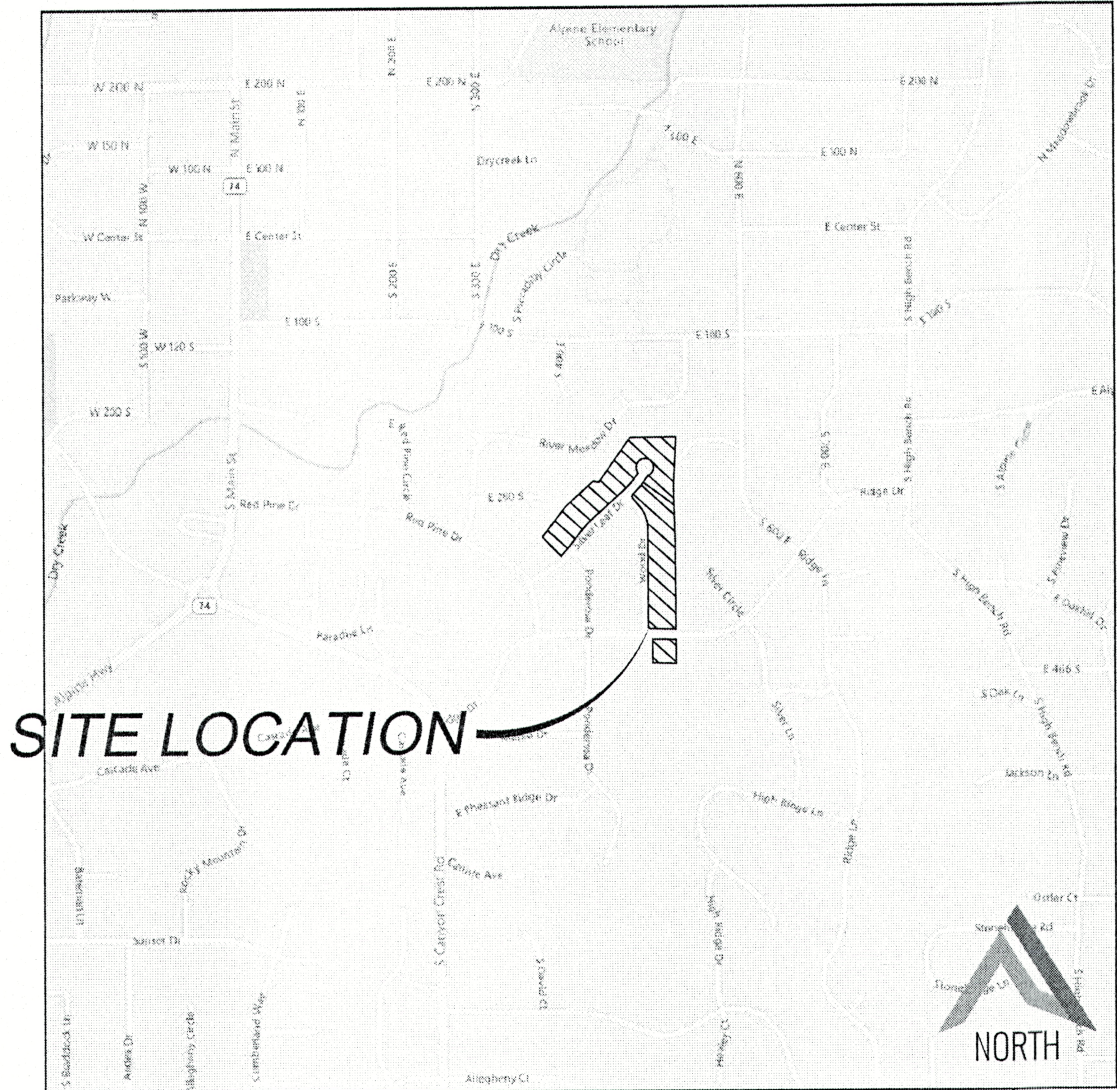
David Church
ALPINE CITY ATTORNEY

ACKNOWLEDGEMENT (CORPORATE)

STATE OF UTAH } S.S.
COUNTY OF UTAH }
ON THE 4th DAY OF March, 1996, PERSONALLY APPEARED BEFORE ME, Barry L. Prettyman, A NOTARY PUBLIC, WHO BEING BY ME DULY SWORN, DID SAY: EACH FOR HIMSELF, THAT HE, THE SAID Taylor/Turner Properties LLC, IS THE PRESIDENT AND HE, THE SAID Taylor Homes, IS THE SECRETARY OF SAID CORPORATION, AND THAT THE WITHIN AND FOREGOING INSTRUMENT WAS SIGNED IN BEHALF OF SAID CORPORATION BY AUTHORITY OF A RESOLUTION OF ITS BOARD OF DIRECTORS AND SAID Kim C. Turner EACH DULY ACKNOWLEDGED TO ME THAT SAID CORPORATION EXECUTED THE SAME AND THAT THE SEAL AFFIXED IS THE SEAL OF SAID CORPORATION.

MY COMMISSION EXPIRES:

NOTARY PUBLIC
RESIDING AT:



VICINITY MAP

NORTHWEST CORNER SECTION 30
T. 4S., R. 2E., SLB&M
(FOUND UTAH COUNTY BRASS CAP)

CURVE TABLE					
CURVE	LENGTH	RADIUS	CHORD DIST.	CHORD BRG.	DELTA
C1	23.21'	15.00'	20.96'	S44°16'26"E	88°38'25"
C2	145.95'	200.00'	142.73'	N20°52'25"W	41°48'43"
C3	23.14'	15.00'	20.91'	S2°24'35"W	88°22'25"
C4	131.34'	515.00'	130.98'	N39°17'37"E	14°36'42"
C5	9.26'	15.00'	9.11'	S49°40'09"W	35°21'21"
C6	241.27'	50.00'	66.61'	N70°52'53"W	276°28'12"
C7	16.64'	15.00'	15.80'	N2°40'30"E	63°33'40"
C8	110.67'	461.00'	110.41'	N41°20'37"E	13°45'18"
C9	99.64'	521.00'	99.49'	S42°44'32"W	10°57'27"
C10	72.17'	466.00'	72.10'	N41°42'01"E	8°52'25"
C11	80.05'	200.00'	79.52'	N11°26'03"W	22°55'59"
C12	65.90'	200.00'	65.60'	N32°20'25"W	18°52'45"

CURVE TABLE					
CURVE	LENGTH	RADIUS	CHORD DIST.	CHORD BRG.	DELTA
C13	93.50'	515.00'	93.37'	N41°23'54"E	10°24'07"
C14	37.84'	515.00'	37.83'	N34°05'33"E	41°2'35"
C15	51.35'	50.00'	49.12'	N37°56'01"E	58°50'20"
C16	60.23'	50.00'	56.65'	N25°59'29"W	69°00'47"
C17	68.63'	50.00'	63.37'	S80°10'46"W	78°38'50"
C18	61.06'	50.00'	57.34'	S5°52'17"W	69°58'31"
C19	63.88'	461.00'	63.83'	N38°26'10"E	7°56'22"
C20	46.79'	461.00'	46.77'	N45°18'48"E	5°48'55"
C21	49.82'	521.00'	49.80'	S45°28'54"W	5°28'43"
C22	49.82'	521.00'	49.80'	S40°00'11"W	5°28'43"

NOTE:

THIS PLAT INCLUDES AN AMENDMENT TO LOTS 28 THROUGH 44 AND A VACATION OF THE COMMON AREA ADJACENT TO THOSE LOTS AS SHOWN ON PLAT "B", SILVERLEAF, A PLANNED RESIDENTIAL DEVELOPMENT, ON FILE AND OF RECORD AT THE UTAH COUNTY RECORDER'S OFFICE.

SURVEYOR'S CERTIFICATE

I, MATTHEW B. JUDD, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD CERTIFICATE NO. 167268, IN ACCORDANCE WITH TITLE 58, CHAPTER 22, OF THE PROFESSIONAL ENGINEERS AND LAND SURVEYORS ACT; I FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS I HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THIS SUBDIVISION PLAT IN ACCORDANCE WITH SECTION 17-23-17, HAVE VERIFIED ALL MEASUREMENTS, AND HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS AND STREETS, TOGETHER WITH EASEMENTS, HEREAFTER TO BE KNOWN AS SILVERLEAF PLAT "B" AMENDED AND THAT THE SAME HAS BEEN CORRECTLY SURVEYED AND MONUMENTED ON THE GROUND AS SHOWN ON THIS PLAT.

Matthew B Judd

5/21/2026
DATE

BOUNDARY DESCRIPTION

LOTS 29 THROUGH 44 DESCRIPTION:

BEGINNING AT A POINT WHICH LIES N 00°02'41" W ALONG THE SECTION LINE 2089.40 FEET AND EAST 578.19 FEET FROM THE WEST QUARTER CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 2 EAST, SALT LAKE BASE AND MERIDIAN; THENCE N 37°15'49" E 219.91 FEET; THENCE N 48°13'15" E 214.44 FEET; THENCE S 82°24'50" E 33.08 FEET; THENCE N 35°51'49" E 271.78 FEET; THENCE N 35°52'37" E 35.07 FEET; THENCE N 89°30'33" E 264.27 FEET; THENCE S 02°41'59" W 290.59 FEET; THENCE S 01°30'36" E 296.11 FEET; THENCE S 00°18'09" E 311.30 FEET; THENCE S 00°24'26" E 198.14 FEET; THENCE N 88°34'58" W 145.28 FEET; THENCE ALONG A 15.00 FOOT RADIUS CURVE TO THE RIGHT 23.20 FEET, CHORD OF WHICH BEARS N 44°15'46" W 20.96 FEET; THENCE N 00°02'05" E 556.95 FEET; THENCE ALONG A 200.00 FOOT RADIUS CURVE TO THE LEFT 145.95 FEET, CHORD OF WHICH BEARS N 20°52'25" W 142.73 FEET; THENCE N 41°46'45" W 54.92 FEET; THENCE ALONG A 15.00 FOOT RADIUS CURVE TO THE RIGHT 23.14 FEET, CHORD OF WHICH BEARS N 02°24'35" E 20.91 FEET; THENCE ALONG A 515.00 FOOT RADIUS CURVE TO THE LEFT 131.34 FEET, CHORD OF WHICH BEARS N 39°17'37" E 130.98 FEET; THENCE ALONG A 15.00 FOOT RADIUS CURVE TO THE RIGHT 9.26 FEET, CHORD OF WHICH BEARS N 49°40'09" E 9.11 FEET; THENCE ALONG A 50.00 FOOT RADIUS CURVE TO THE LEFT 241.27 FEET, CHORD OF WHICH BEARS N 70°52'53" W 66.61 FEET; THENCE ALONG A 15.00 FOOT RADIUS CURVE TO THE RIGHT 16.64 FEET, CHORD OF WHICH BEARS S 02°40'30" W 15.80 FEET; THENCE ALONG A 461.00 FOOT RADIUS CURVE TO THE RIGHT 110.67 FEET, CHORD OF WHICH BEARS S 41°20'37" W 110.41 FEET; THENCE S 48°13'15" W 252.62 FEET; THENCE ALONG A 521.00 FOOT RADIUS CURVE TO THE RIGHT 99.64 FEET, CHORD OF WHICH BEARS S 42°44'33" W 99.49 FEET; THENCE S 37°15'49" W 106.61 FEET; THENCE ALONG A 466.00 FOOT RADIUS CURVE TO THE RIGHT 72.17 FEET, CHORD OF WHICH BEARS S 41°42'00" W 72.10 FEET; THENCE N 43°51'48" W 152.74 FEET TO THE POINT OF BEGINNING.

CONTAINING 6.86 ACRES.

LOT 28 DESCRIPTION:

BEGINNING AT A POINT WHICH LIES N 00°02'41" W ALONG THE SECTION LINE 1364.93 FEET AND EAST 1211.25 FEET FROM THE WEST QUARTER CORNER OF SECTION 30, TOWNSHIP 4 SOUTH, RANGE 2 EAST, SALT LAKE BASE AND MERIDIAN; THENCE N 00°02'04" E 136.50 FEET; THENCE S 88°34'58" E 133.83 FEET; THENCE S 00°24'26" E 136.53 FEET; THENCE N 88°34'58" W 134.88 FEET TO THE POINT OF BEGINNING.

CONTAINS 18,334 SQUARE FEET OR 0.42 ACRES.

ACCEPTANCE BY LEGISLATIVE BODY

THE _____ OF _____ 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. 2026.

APPROVED _____ APPROVED _____
MAYOR CITY ATTORNEY
APPROVED _____ ATTEST _____
ENGINEER (SEE SEAL) CITY-RECORDER
APPROVED _____
PLANNING COMMISSION CHAIR

SILVERLEAF PLAT "B" AMENDED A PLANNED RESIDENTIAL DEVELOPMENT ALPINE, UTAH

INCLUDES AN AMENDMENT OF LOTS 28 THROUGH 44 OF PLAT "B", SILVERLEAF PRD CONTAINING 17 LOTS AND 7.28 ACRES. LOCATED IN THE NW 1/4 OF SECTION 30, OF TOWNSHIP 4 SOUTH, RANGE 2 EAST, SALT LAKE BASE AND MERIDIAN, UTAH COUNTY, UTAH.

COUNTY SURVEYOR	COUNTY TREASURER	CLERK-RECORDER SEAL	SURVEYOR'S SEAL	NOTARY PUBLIC SEAL	CITY ENGINEER SEAL	COUNTY RECORDER SEAL

[illegible]

C:\USERS\HUNTERSWENSON\ONEDRIVE - ATLAS ENGINEERING\1.0 OPERATIONS\1.2 - SURVEY\2026\226-33 SILVERLEAF PRD\04-DWGS\AMENDED PLAT.DWG



ENGINEER CONTACT INFO:
ATLAS ENGINEERING
PHONE: 801-655-0566
946 EAST 800 NORTH SUITE A
SPANISH FORK, UT 84660

CONTAINING 17 LOTS AND 7.28 ACRES.
LOCATED IN THE NW 1/4 OF SECTION 30, OF TOWNSHIP 4 SOUTH, RANGE 2
EAST, SALT LAKE BASE AND MERIDIAN, UTAH COUNTY, UTAH.

PLAT MAP

ALPINE, UTAH

SHEET
2 OF 2



ALPINE CITY MAIN STREET AND GATEWAY CORRIDORS SMALL AREA PLAN

November 2025



Commented [CL1]: Will likely change to October or November 2026

ACKNOWLEDGEMENT

PREPARED FOR

Alpine City Mountainland Association of Governments

ALPINE CITY

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MOUNTAINLAND ASSOCIATIONS OF GOVERNMENTS

Daniel Wayne

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Chrissy Hannemann, Council Member

Jessica Smuin, Council Member

Brent Rummler, Council Member

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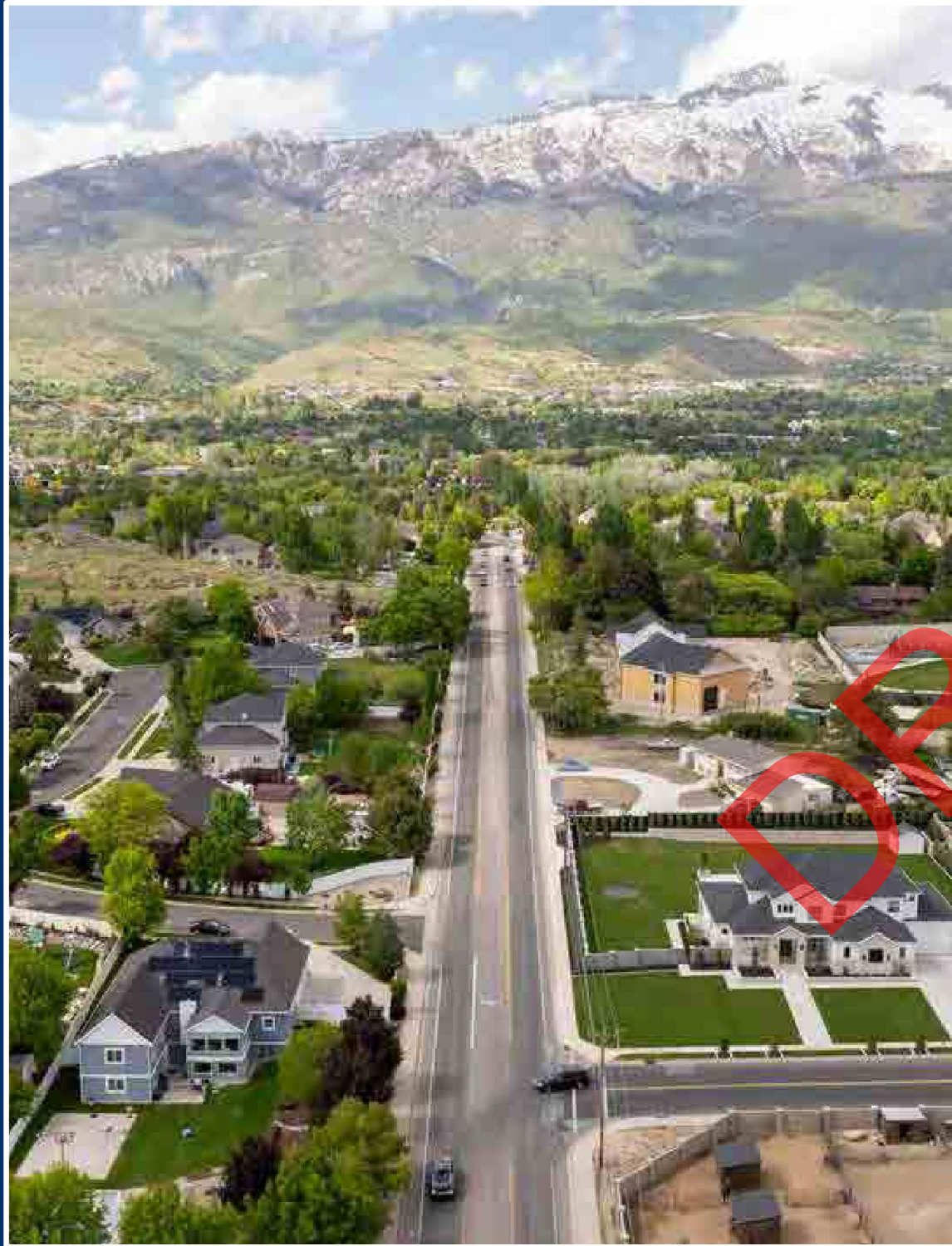
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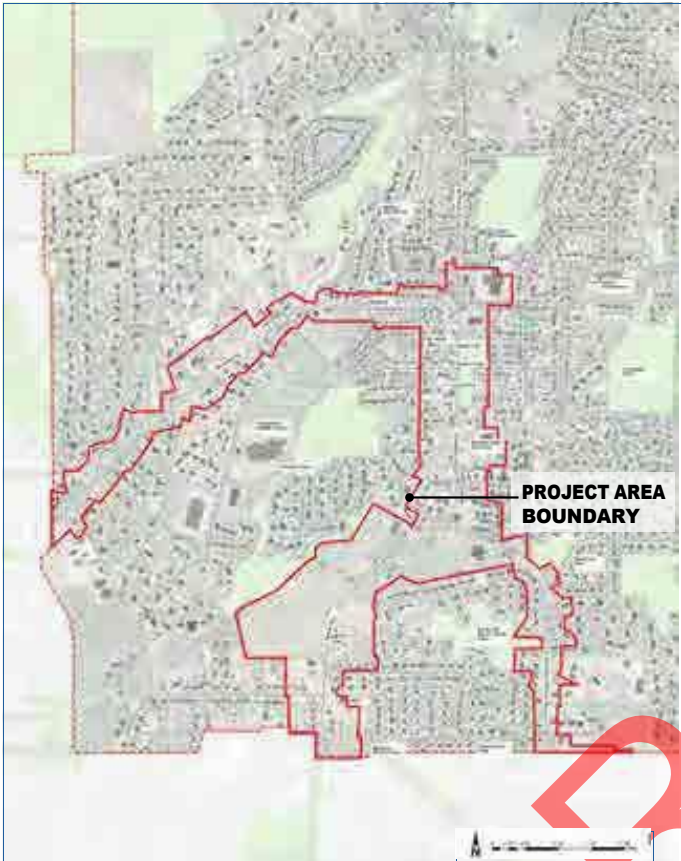


Aerial View of Alpine City

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.

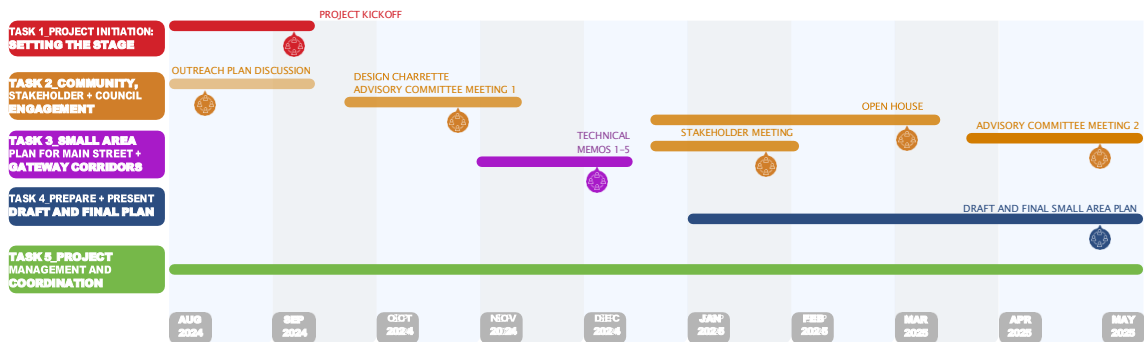
PROJECT PROCESS

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.



4 | A Vision for Alpine City’s Gateway Corridors

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.

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

KEY TAKEAWAYS:

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

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

COMMUNITY VALUES

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

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



STAKEHOLDER MEETING WITH ALPINE HIGHWAY RESIDENTS

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

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

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

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

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

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.

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.

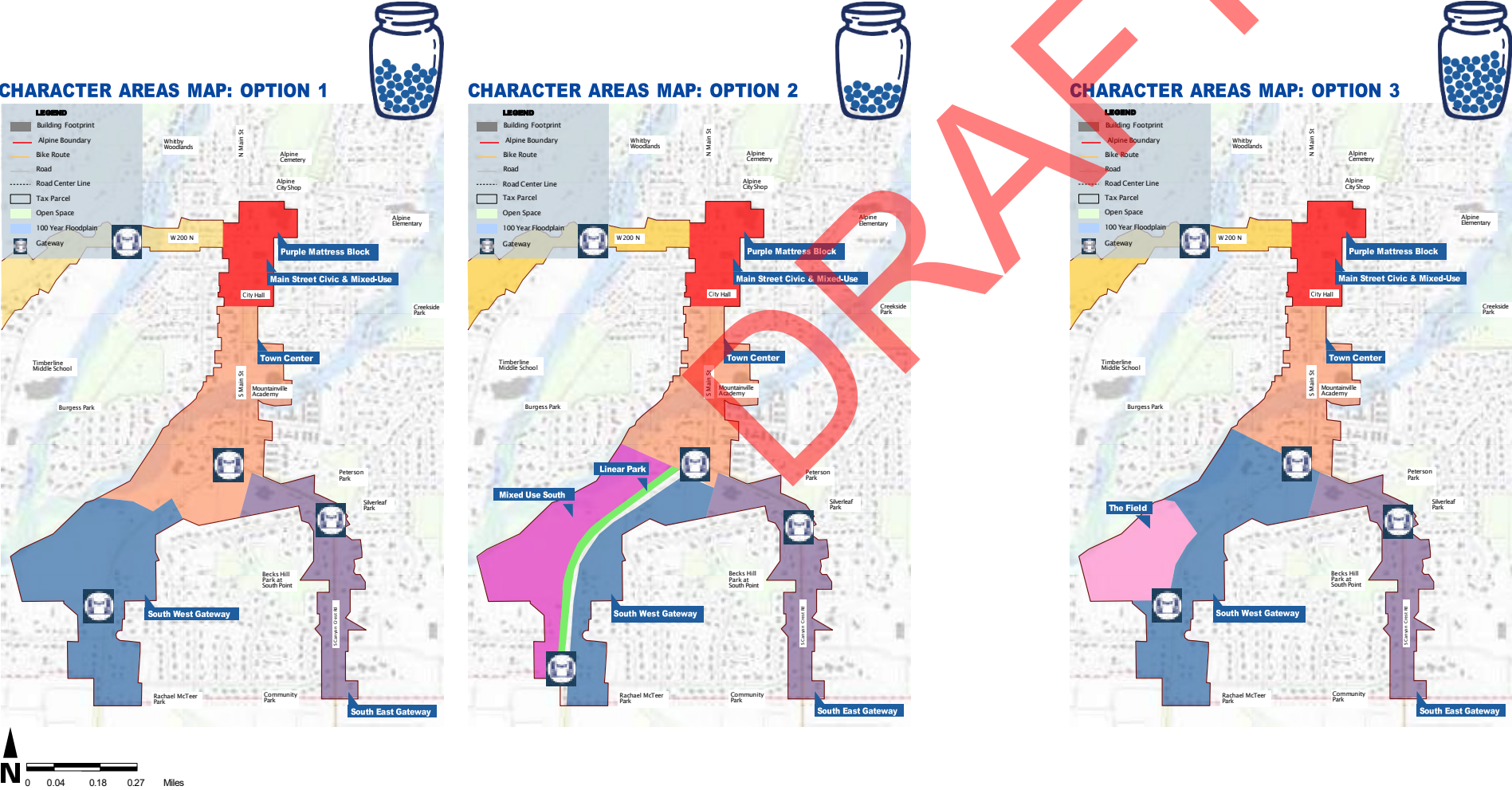
SMALL TOWN FEEL

Foster a welcoming, close-knit community atmosphere.

OPEN HOUSE: COMMUNITY CONSENSUS BUILDING

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

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



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

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

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

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

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

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

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.

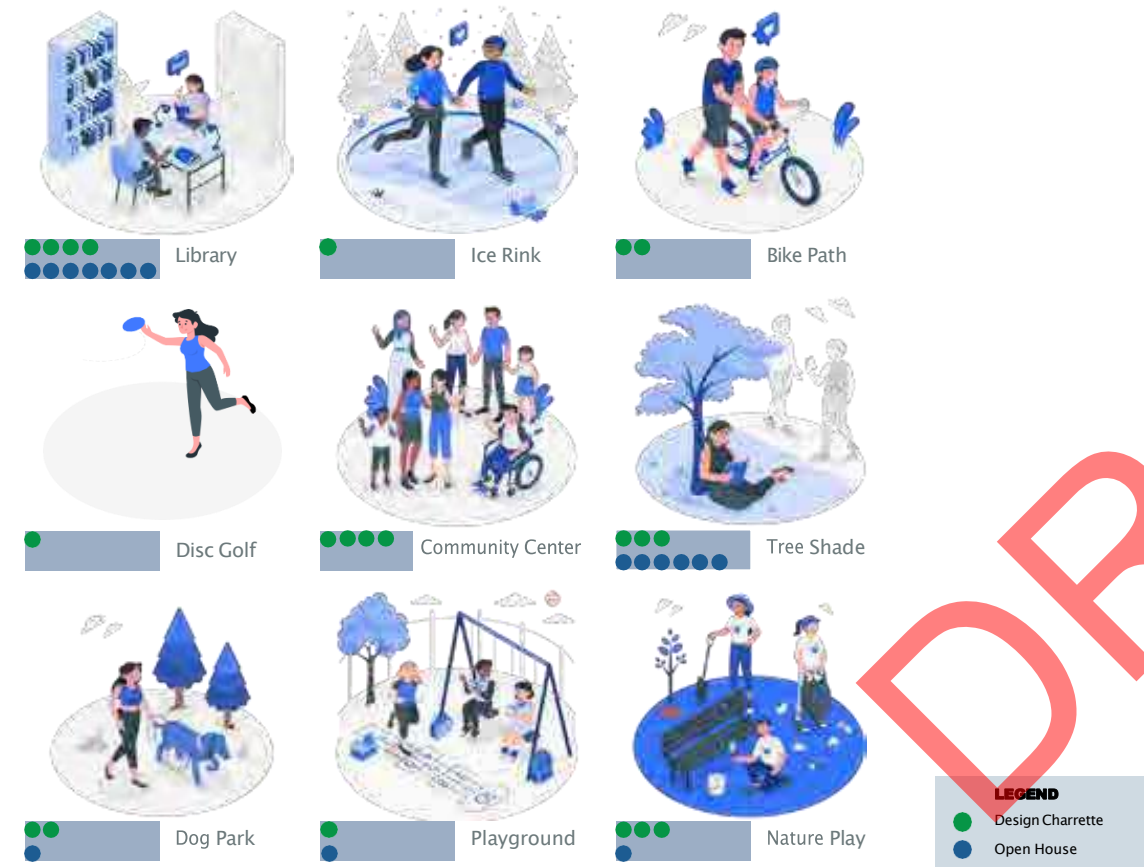
There is support for community services and human comfort elements along Main Street to build on the character of the town center.



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.

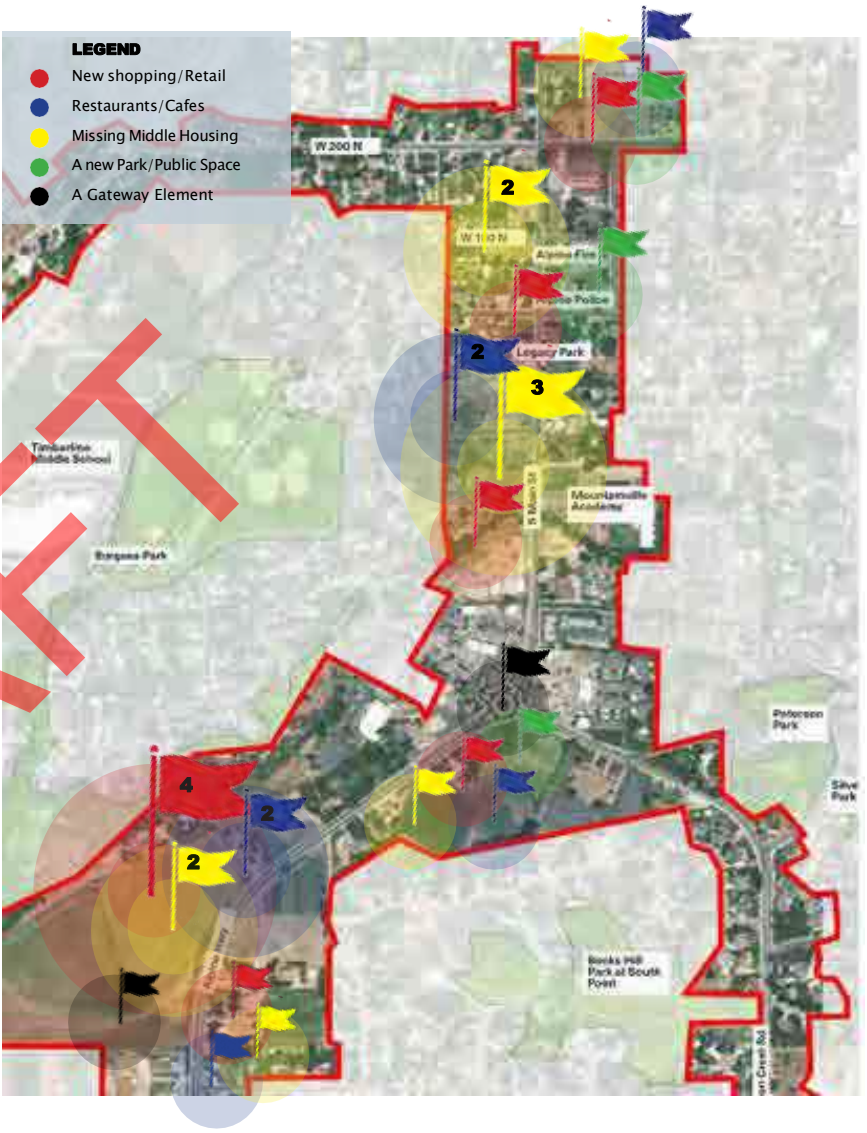
DESIGN CHARRETTE AND OPEN HOUSE

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.



COMMUNITY PREFERENCES FOR PLACEMAKING AND PUBLIC SPACES

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



COMMUNITY PRIORITIES: LAND USE AND DEVELOPMENT OPPORTUNITIES

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



ALPINE CITY GATEWAY CORRIDORS TODAY

EXISTING CONDITIONS

ZONING

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

RESIDENTIAL:

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

BUSINESS COMMERCIAL:

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

SENIOR HOUSING OVERLAY:

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

ACCESSORY AND MIXED USES:

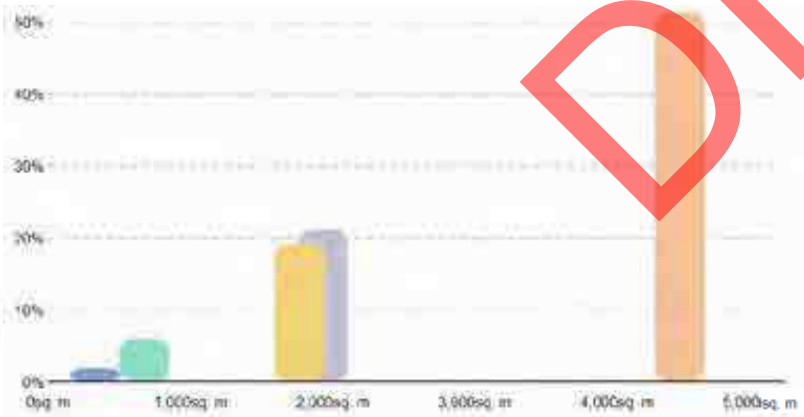
Properties may include accessory dwelling units and other permitted secondary uses as defined by code, especially within residential zones . There are also conditional uses where the Planning Commission may grant special permission, subject to compatibility reviews .

TOWN RESIDENTIAL:

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

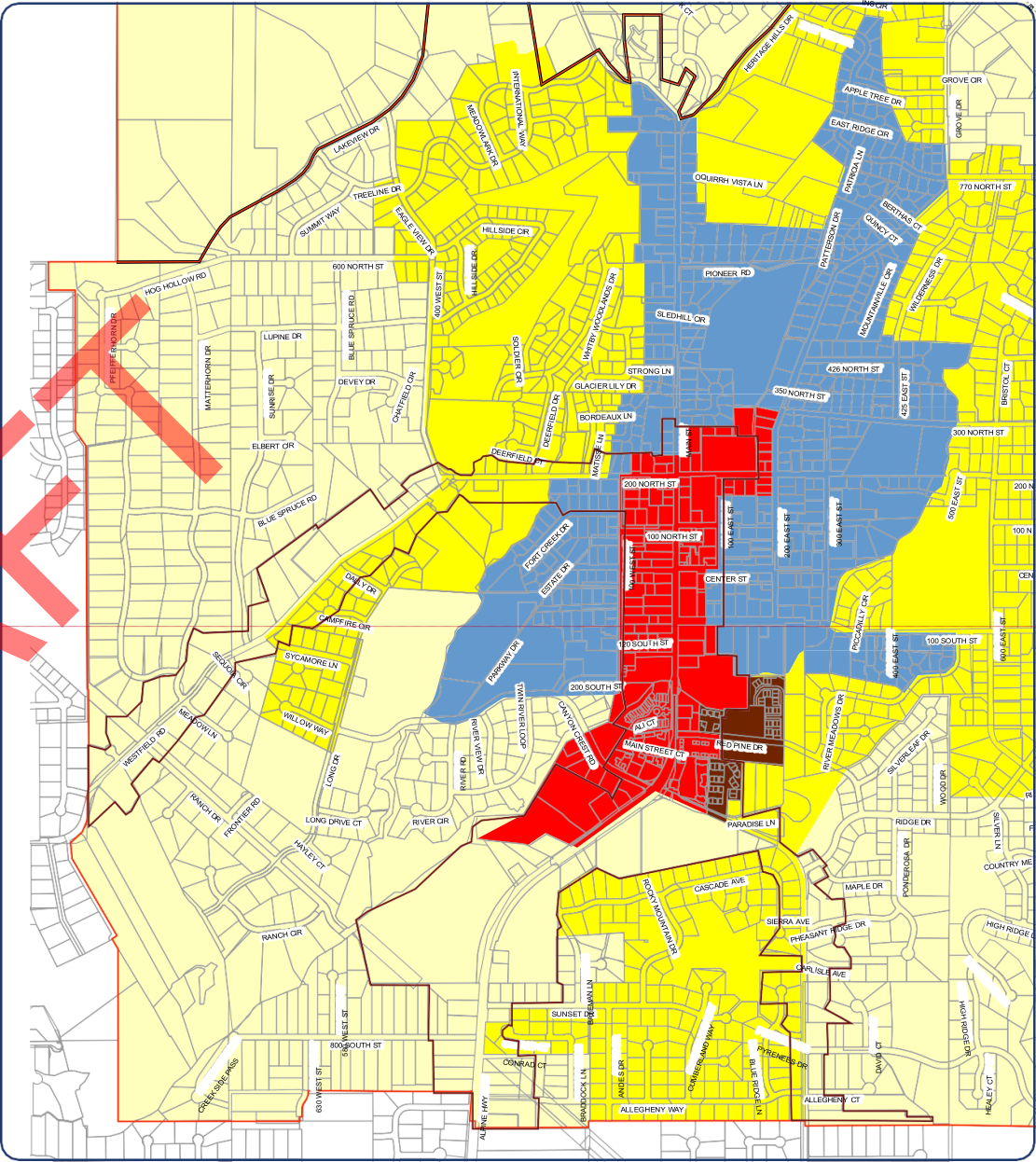
LAND USE ALLOCATIONS

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



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

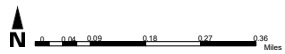
Source: Alpine, Utah Zoning Map and Land Use Data - Zoneomics



LEGEND

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

ZONING MAP



Commented [CL2]: Please update the setback requirements of Town Residential Zone
Front: 30ft
Side: Interior lot - 22ft, Corner Lot - 30ft (Aggregate & one side needs to be at least 10ft)
Rear: 20ft

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.

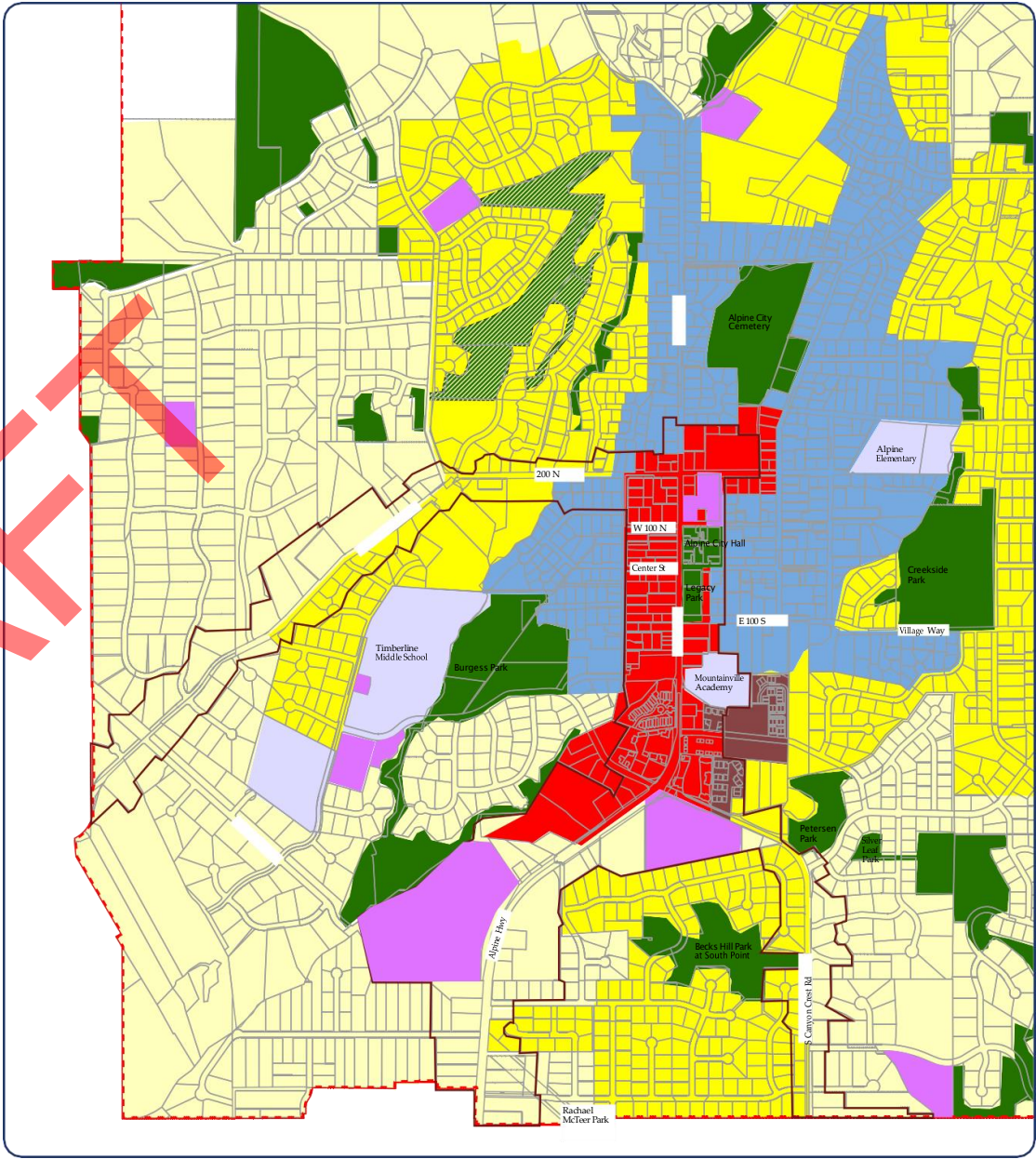
PRESERVED NATURAL FEATURES

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



N Main St

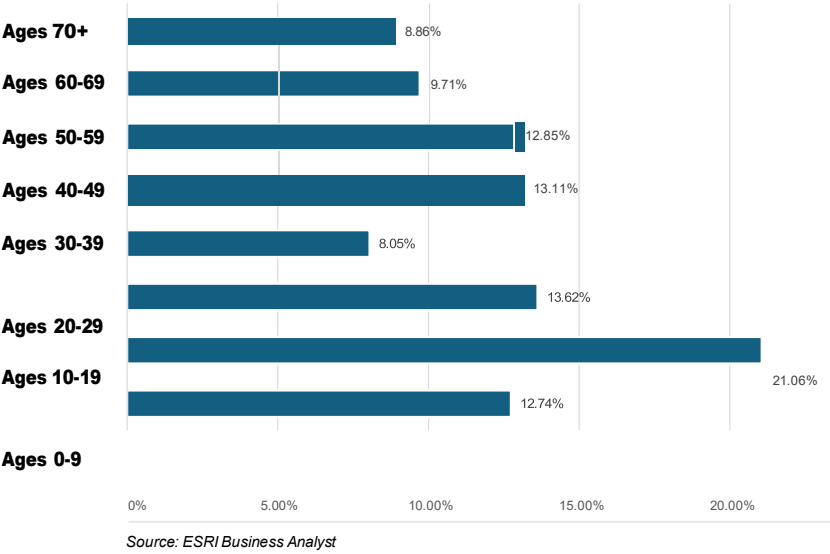
Westfield Rd

S Main St

Ranch Drive

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.



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



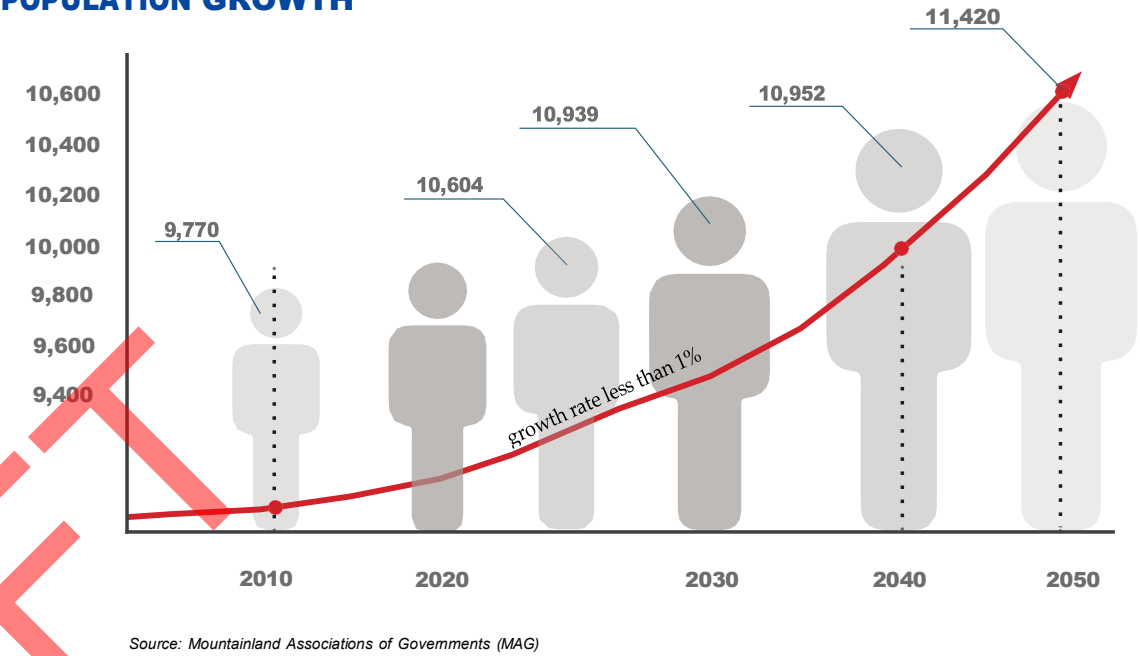
Alpine City’s median household income is \$168,392, significantly higher than Utah County’s median of about \$100,617 and the state median. This indicates a notably affluent community with

OVER 135,000 SF
RETAIL CAPTURABLE DEMAND
(60%)



strong purchasing power supporting upscale retail demand.

POPULATION GROWTH



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.

Based on current retail 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.

RETAIL ANALYSIS

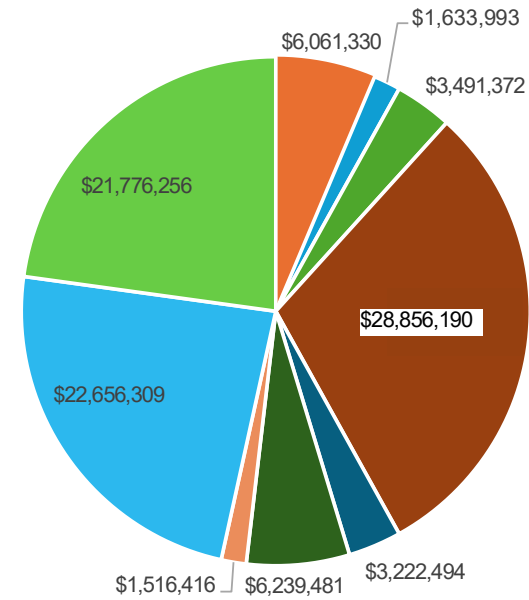
Alpine City, situated in Utah County along the Wasatch Front, remains predominantly residential, with limited commercial zoning and only a small collection of retail and restaurant establishments. This constrained commercial footprint has resulted in significant retail leakage—an estimated \$95M annually—as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

Retail Leakage Findings & Demand Potential

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

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

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



ANNUAL RETAIL SALES: \$9M

ANNUAL RETAIL LEAKAGE: \$95M

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

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

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

Source: ESRI Business Analyst, CoStar

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

1. FORMER PURPLE MATTRESS FACTORY PROPERTY

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

2. SOUTHWEST GATEWAY PARCELS

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

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



Dentist in Alpine City



Gym in Alpine City



Aerial view of Alpine City looking toward S Main Street

ALPINE CITY MAIN STREET AND GATEWAY CORRIDORS SMALL AREA PLAN

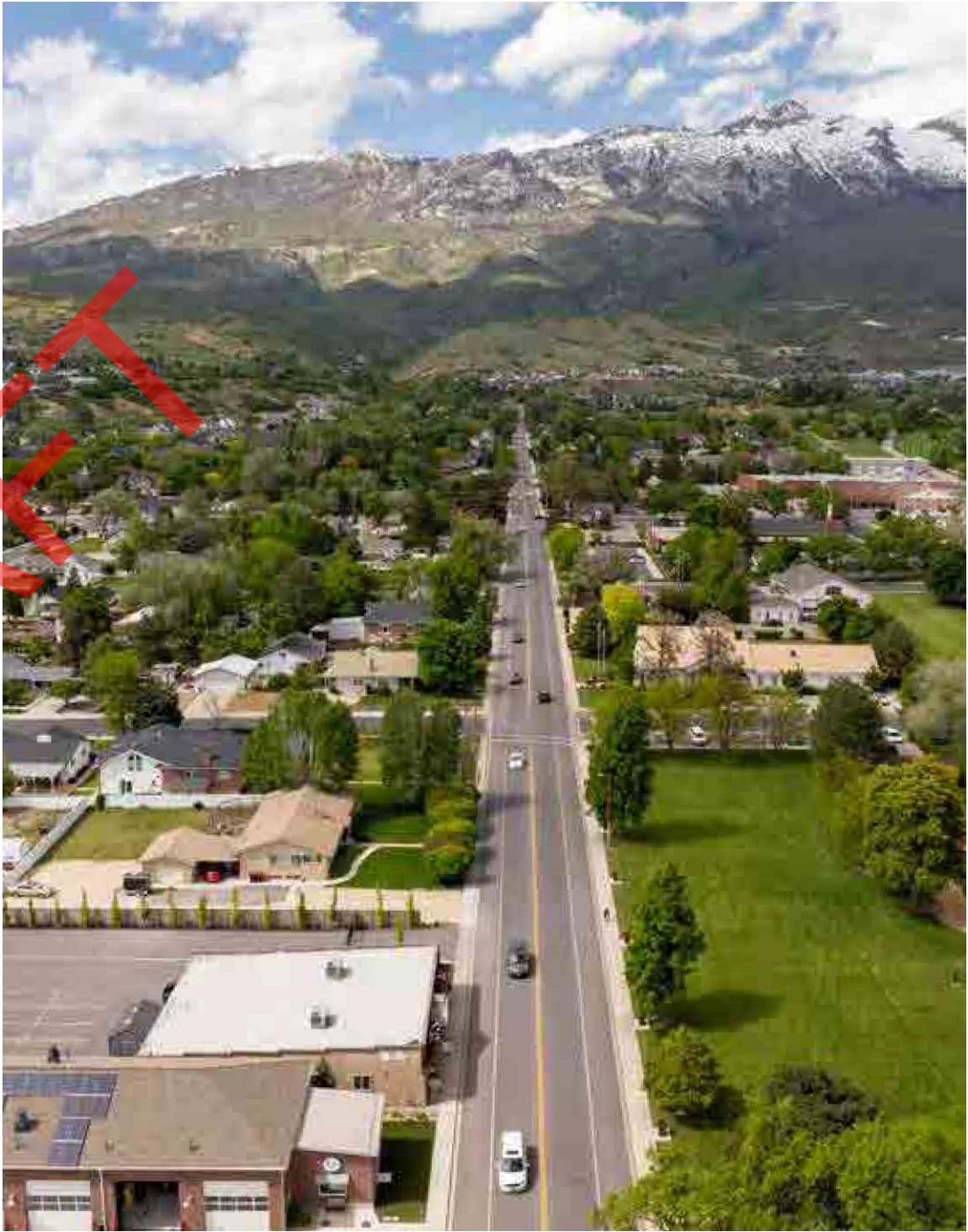
INTRODUCTION

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.



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

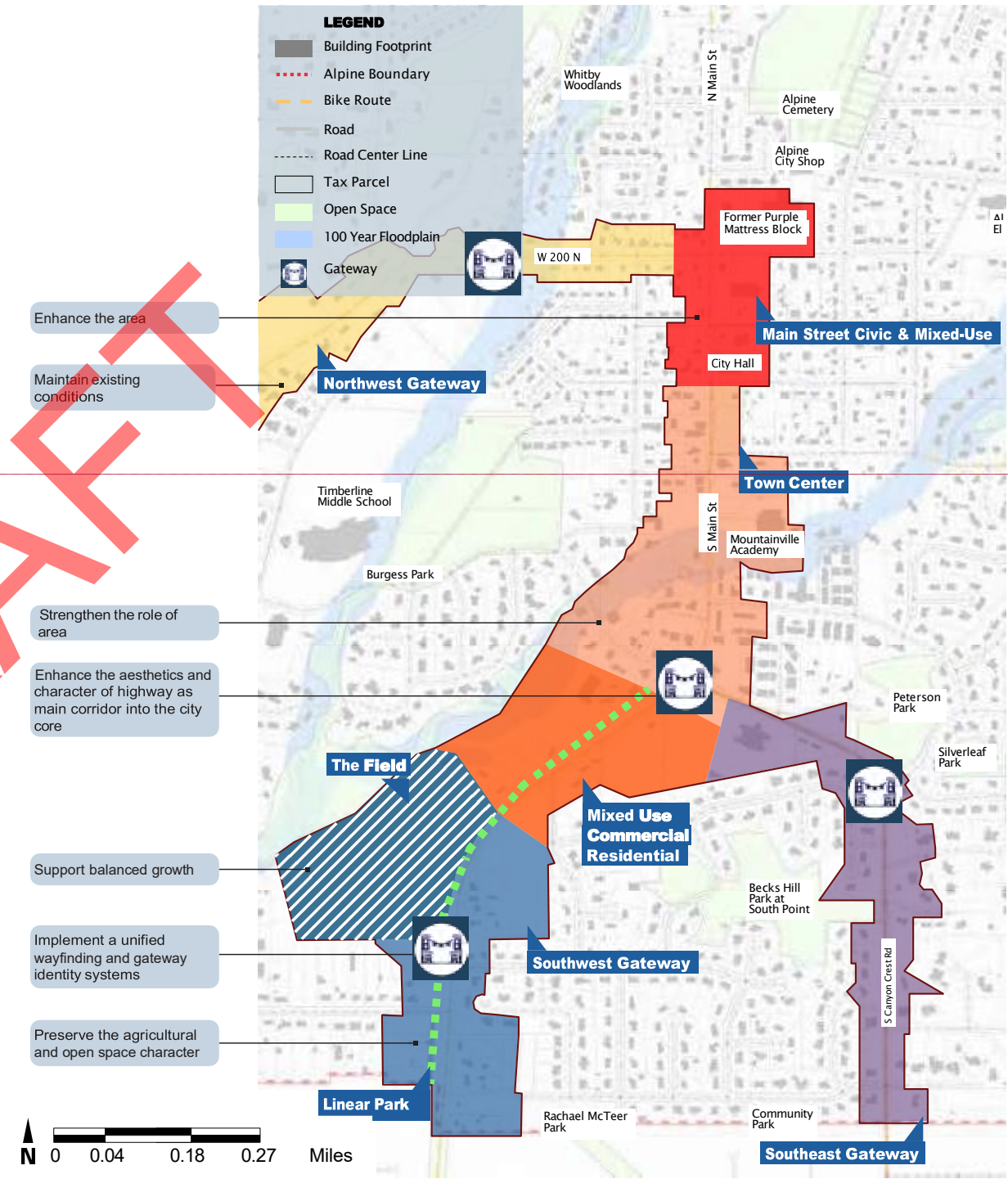
Across all gateway areas signage, branding, and wayfinding elements should be developed that reinforce Alpine’s identity and enhance navigation . Gateway features like monuments, landscaping, and public art should be prioritized at the key entry points and the roundabout .

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.

DRAFT



Commented [CL3]: Change The Field title to Flex Housing.

(Staff opines that Residential Flex or something similar might be more appropriate)

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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 the Flex Housing character area 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.



Commented [CL5]: Eliminate Mixed Use Commercial Residential and include this portion as flex housing on map of Character Areas

Commented [CL6]: Change to Flex Housing as title

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.

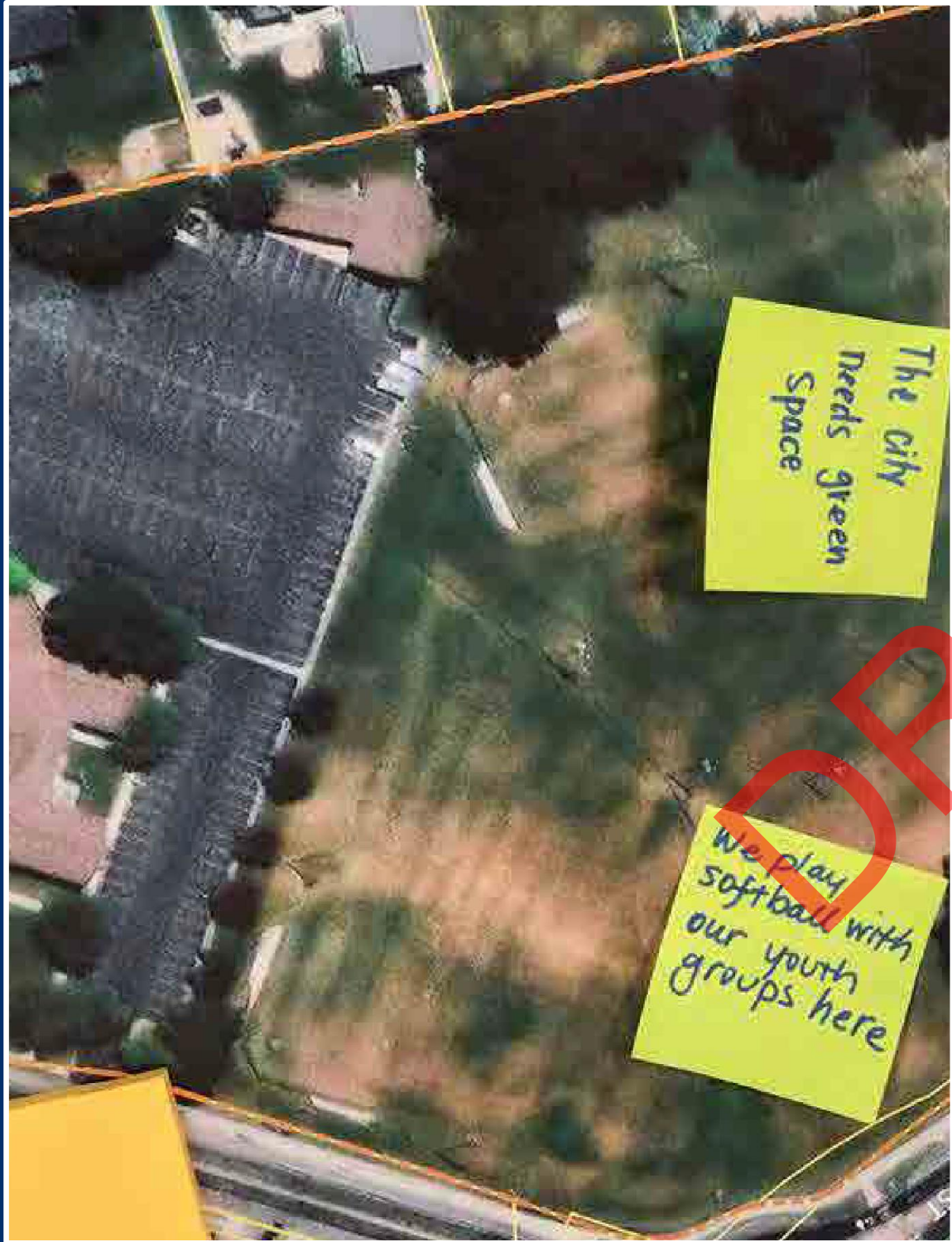
LAND ACQUISITION POLICY

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

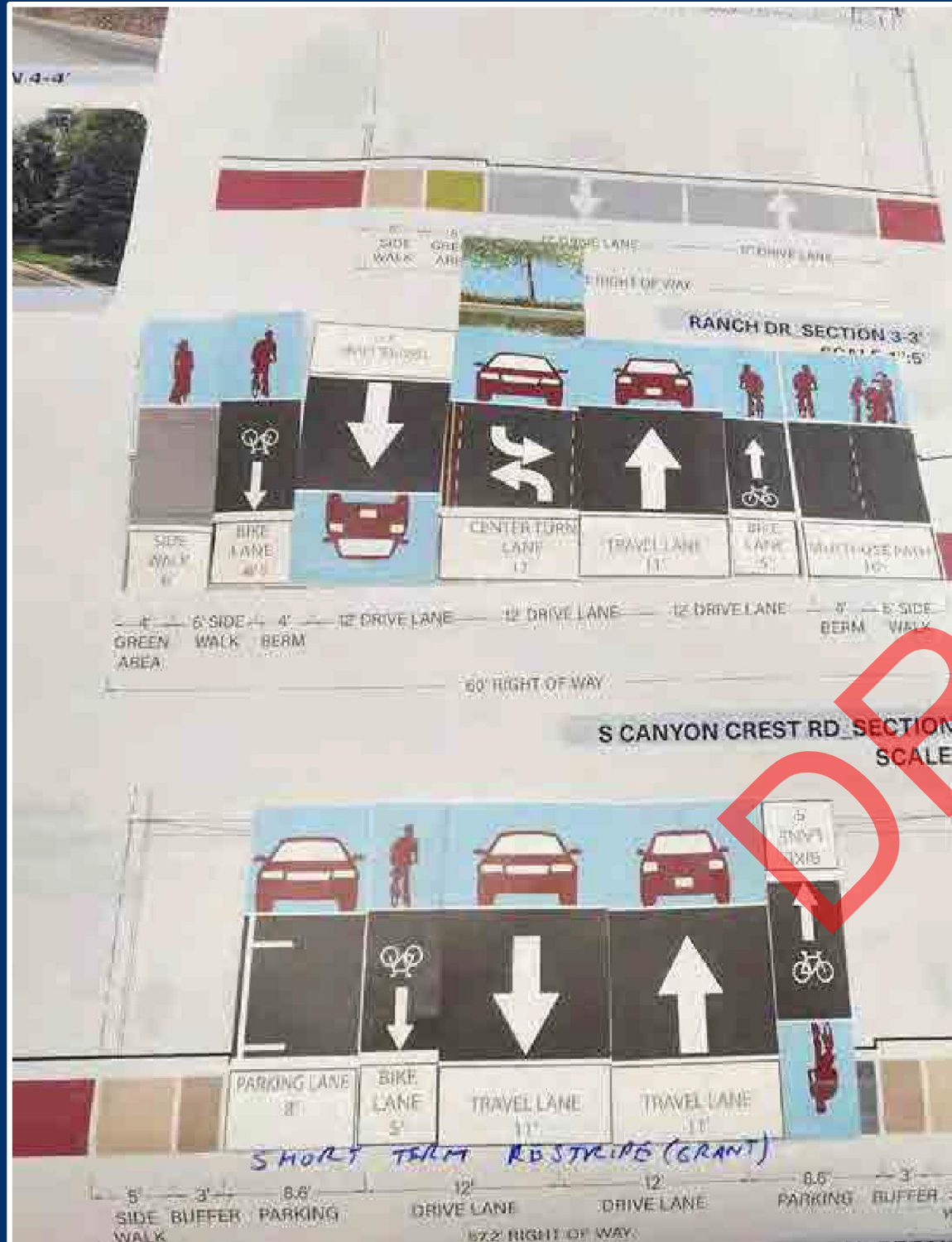
IMPLEMENTATION MATRIX

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



TRAFFIC MANAGEMENT PLAN

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

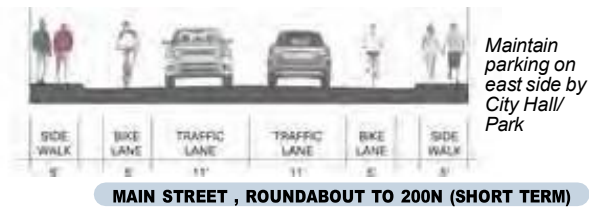
The traffic management plan recommendations are organized around four main areas within the project boundary: 1. Main Street; 2. Alpine Highway ; 3. Canyon Crest Road; and 4. Westfield Road and 200 W. For each area, recommendations are grouped in the various types of mobility: bicycles, pedestrians,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

1. MAIN STREET

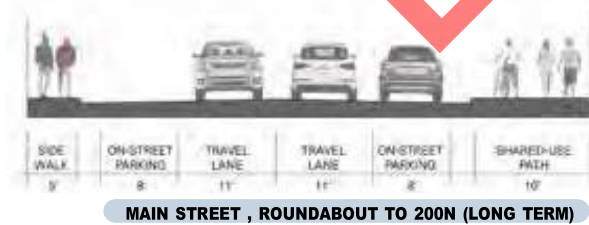
Main Street is a two-lane undivided street with paved shoulders, classified as an arterial street between the existing roundabout and 200 North and as a collector street between 200 North and Fort Canyon Road, where Main Street becomes Heritage Hills Drive . It currently has lane widths 12' wide and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

BICYCLE FACILITIES

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



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



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

PEDESTRIAN FEATURES

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

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

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

MANAGING MOTOR VEHICLE TRAFFIC

MOUNTAINVILLE ACADEMY

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

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

PROHIBITION OF LEFT TURN MOVEMENTS

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

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



Flexible delineator with rubber curb

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



Flexible delineator with rubber curb

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

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

PARK AND WALK

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

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

INTERSECTION IMPROVEMENTS

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

MAIN STREET AT 100 SOUTH AND 120 SOUTH

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

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

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

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

MAIN STREET AT 200 NORTH

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

SPEED MANAGEMENT

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

Commented [CL8]: Pg 51 No mini roundabout language

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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.

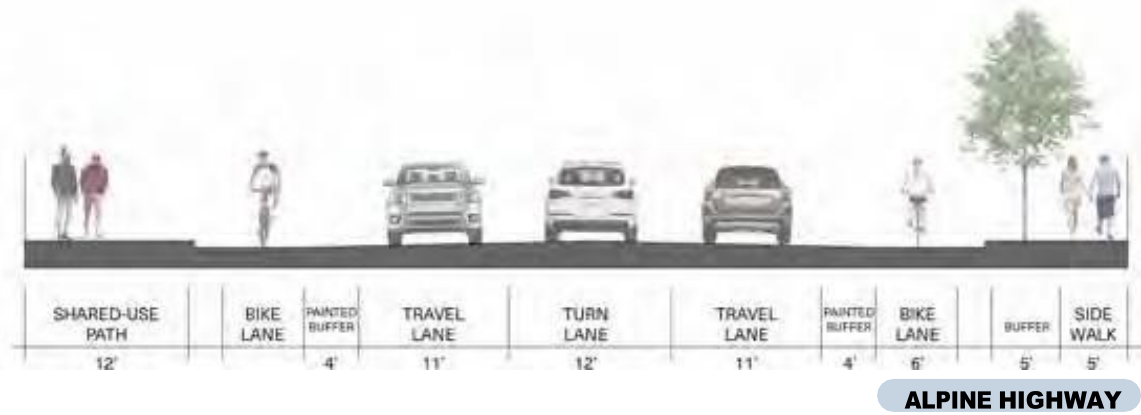
Marked crosswalks should be installed across all legs of this new roundabout, including both legs of Alpine Highway. Crosswalks at roundabouts are typically very safe and convenient for pedestrians, due to the slow travel speeds through the roundabout and splitter islands that act as pedestrian refuge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



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SPEED MANAGEMENT

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

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

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

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

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

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

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



3. CANYON CREST ROAD

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



BICYCLE FACILITIES

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

PEDESTRIAN FEATURES

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

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

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

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

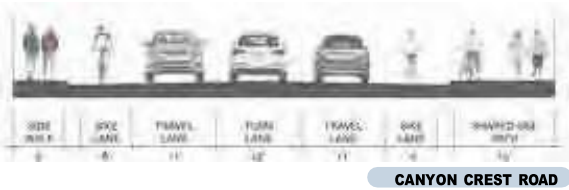
The sight distance problem at this crosswalk would also be addressed by installation of a roundabout or all-way stop control, as discussed below under intersection improvements.

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

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

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

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



MANAGING MOTOR VEHICLE TRAFFIC

INTERSECTION IMPROVEMENTS

CANYON CREST ROAD AT RIDGE DRIVE

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

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

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



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

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

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



All-way stop intersection

CANYON CREST ROAD AT HEALEY BOULEVARD

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

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

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



Proposed roundabout at Canyon Crest Road and Ridge Drive

SPEED MANAGEMENT

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

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

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

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

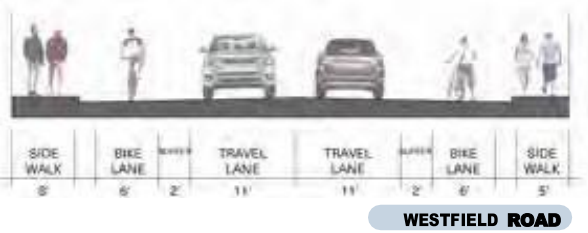
- North of Sierra Avenue, for about 100' to the nearest driveway.
- At the south side of the intersection with Carlisle Avenue, serving as a pedestrian refuge and continuing south approximately 250'.
- North of Pyrenees Drive, for about 100' to the nearest remaining driveway.
- South of Healey Boulevard;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

4. WESTFIELD ROAD AND 200 NORTH

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

BICYCLE FACILITIES

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



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

PEDESTRIAN FEATURES

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

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

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

MANAGING MOTOR VEHICLE TRAFFIC

INTERSECTION IMPROVEMENTS

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

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

SPEED MANAGEMENT

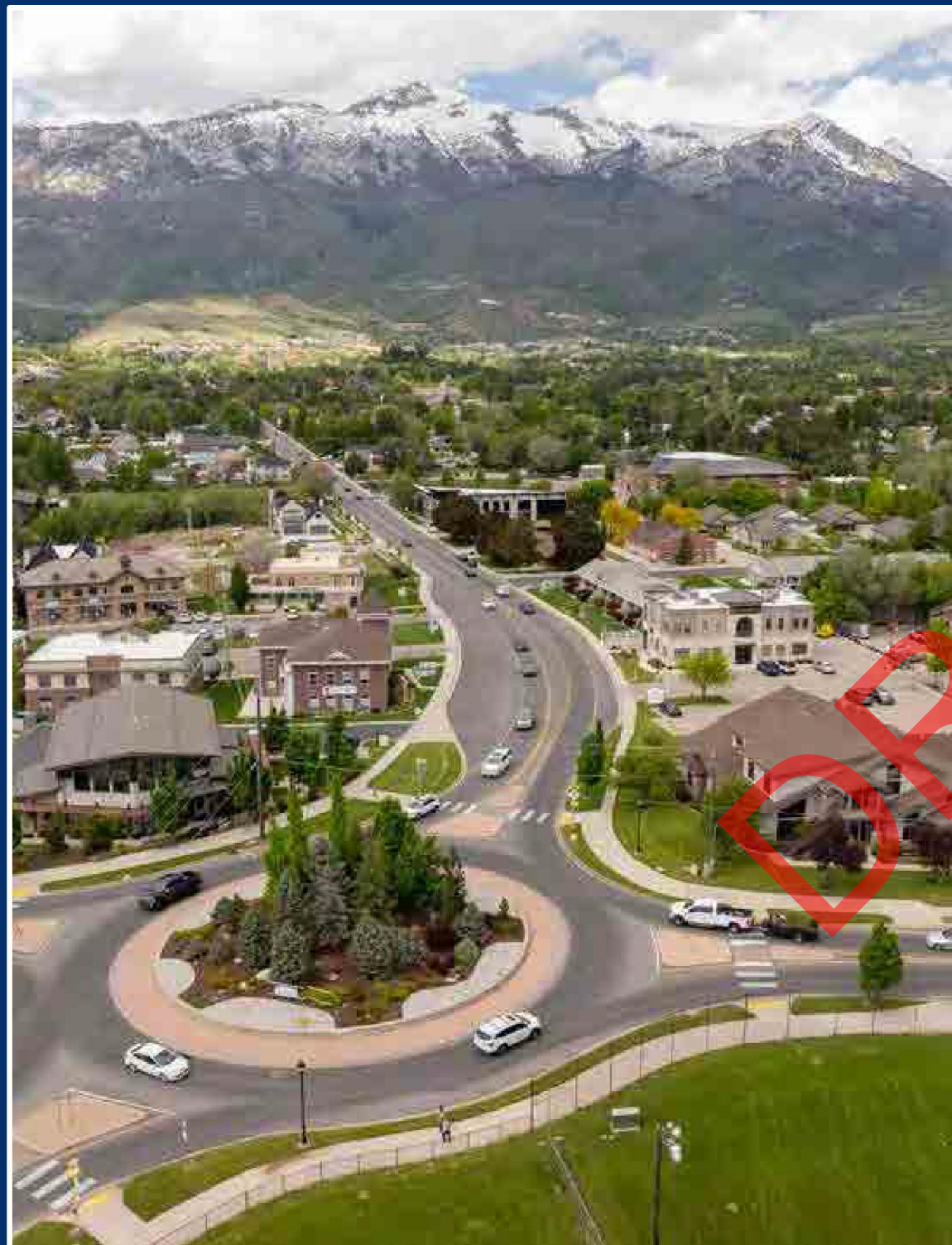
The current posted speed limit on Westfield Road within Alpine is 35 miles per hour. The entire length of the road is in a residential zone. There are locations with limited sight distance on Westfield Road due to road curvature, including at the intersections with S. Westfield Circle, Meadow Lane, S. Matterhorn Drive, Sequoia Circle, and Sunrise Drive (as well as others to a lesser extent). Additionally, several residential driveways exist along Westfield Road. As noted previously, there are existing uncontrolled marked crosswalks at Ranch Drive and Sycamore Lane. The marked crosswalk at Sycamore Lane is the primary crosswalk serving Timberline Middle School. The marked crosswalk at Ranch Drive is in the proximity of Westfield Elementary School and it serves as a crossing for the Power Line Trail.

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 Westfield Road. However, lowering the speed is unlikely to have a measurable effect on how fast people drive on Westfield Road, without also managing speeds through physical measures.

The lane widths of 11' recommended above under bicycle facilities will help control speeds on Westfield Road and 200 North. Travel lanes 11 feet wide encourage slower speeds while providing sufficient space for occasional large vehicles. 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.

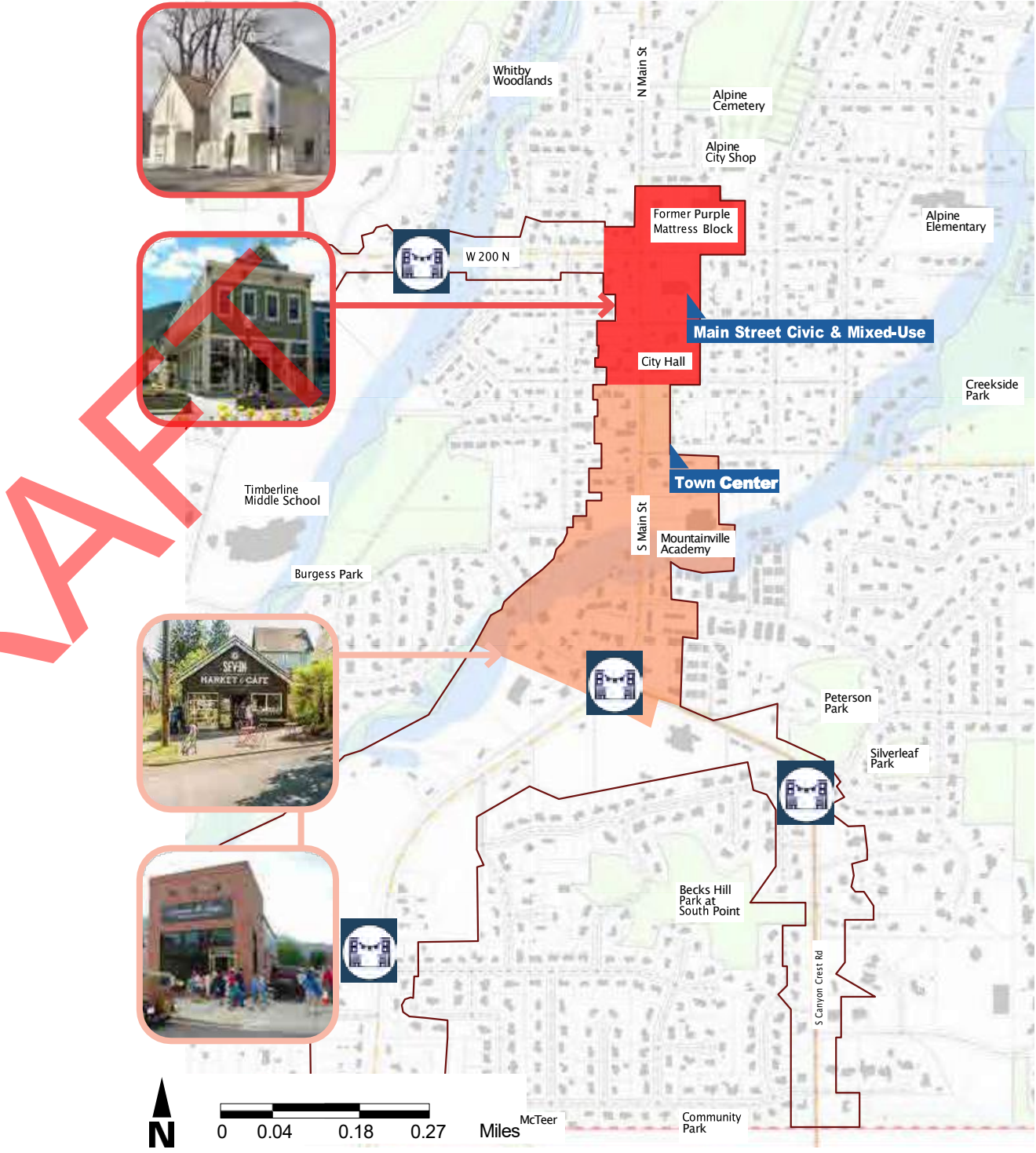
DESIRED OUTCOMES

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) If adjacent structures have a smaller setback, try to match 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

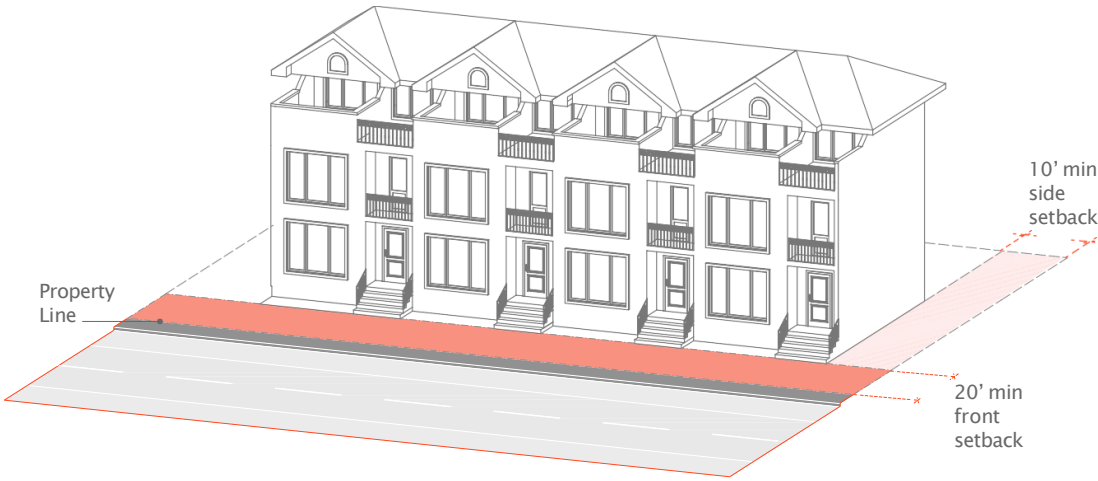
- Precise front and side setbacks by Character Area
- Building Length & Articulation requirements: Max building length at front lot line/ Required articulation
- Maximum distance between building entries

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.

Commented [CL11]: Town Center and Main Street have matching language with regards to setbacks. Try to match existing adjacent buildings. The ordinance will decide exact setback requirements



TOWN CENTER FRONT AND SIDE SETBACK

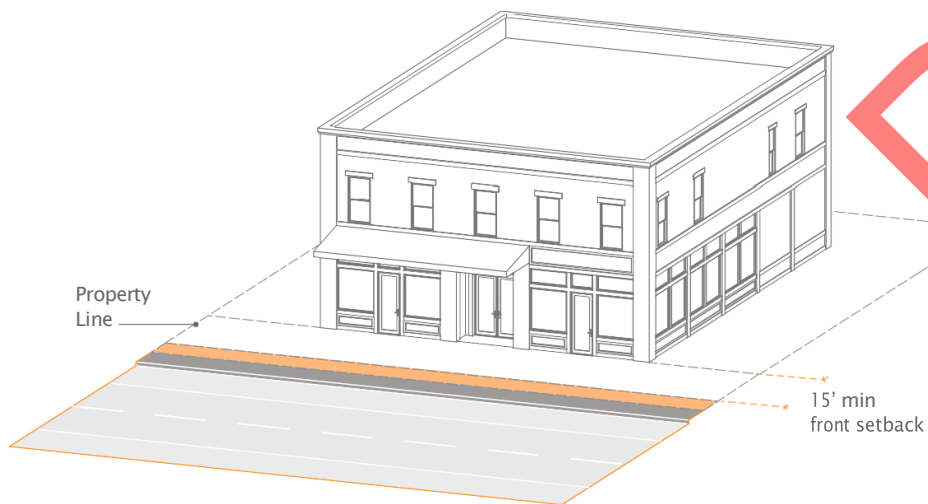
The Horizontal Front Setback in Town Center district ranges from 15' to 20', with a build-to-line approach allowing up to 30' for residential uses. Shared ownership can reduce the minimum front setback to zero; otherwise, it's six to eight feet. Side setbacks require at least 20' for corner side yards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

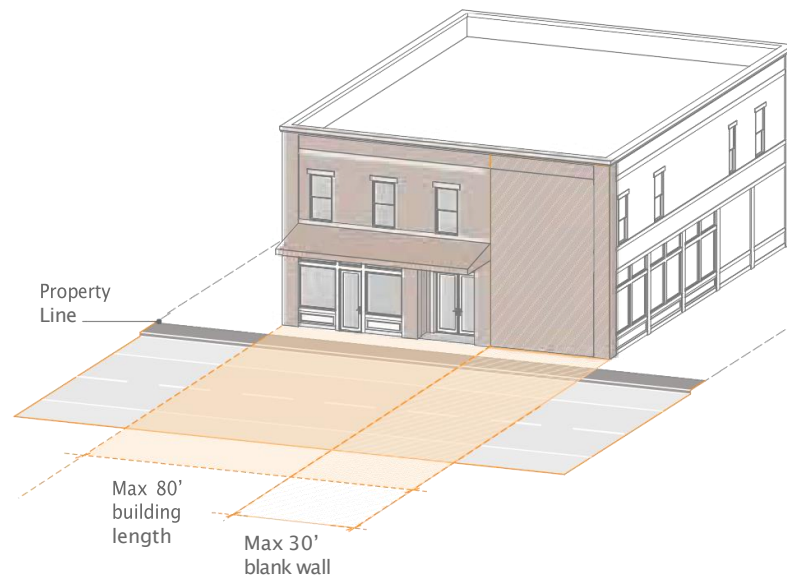
These guidelines create a cohesive streetscape with proper rhythm and scale, enhancing pedestrian comfort and promoting a vibrant, human-scale public realm. They foster social interaction and community vitality by creating accessible, attractive, engaging public spaces that support a strong sense of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

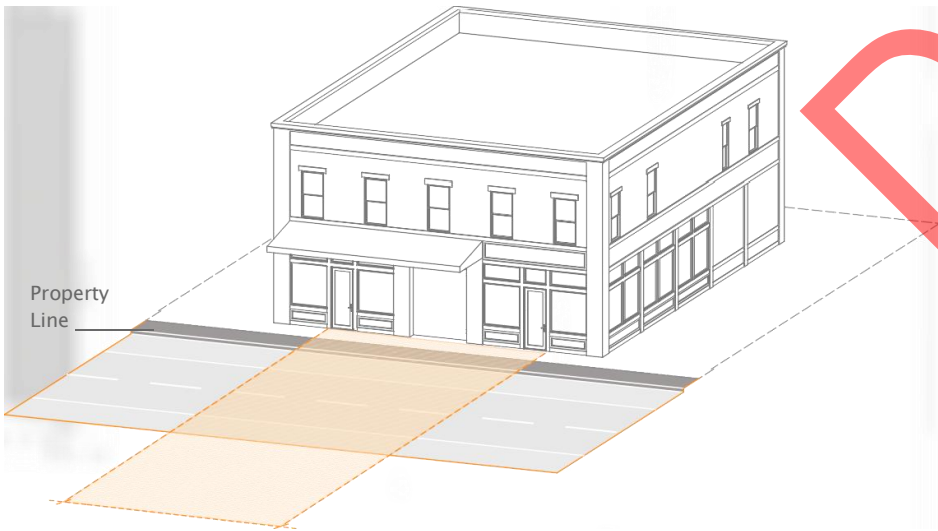
This spacing ensures active pedestrian engagement, encourages interaction between buildings and the street, and promotes a vibrant streetscape. Consistent and frequent access points support accessibility and create a welcoming environment that enhances the urban experience. Such entry placement fosters 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.



Max 30' between building entries

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

Commented [CL12]: Primary materials: Natural earth-tone brick

Commented [CL13]: Remove stone, wood, masonry as primary materials

Commented [CL14]: Secondary Materials: Stone, Stucco, Composite/Natural Wood

Commented [CL15]: Accent materials: Metal, Stucco, architectural concrete

Commented [CL16]: Prohibited materials: vinyl/aluminum siding

Commented [CL17]: Fenestration: Black window framing preferred

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.

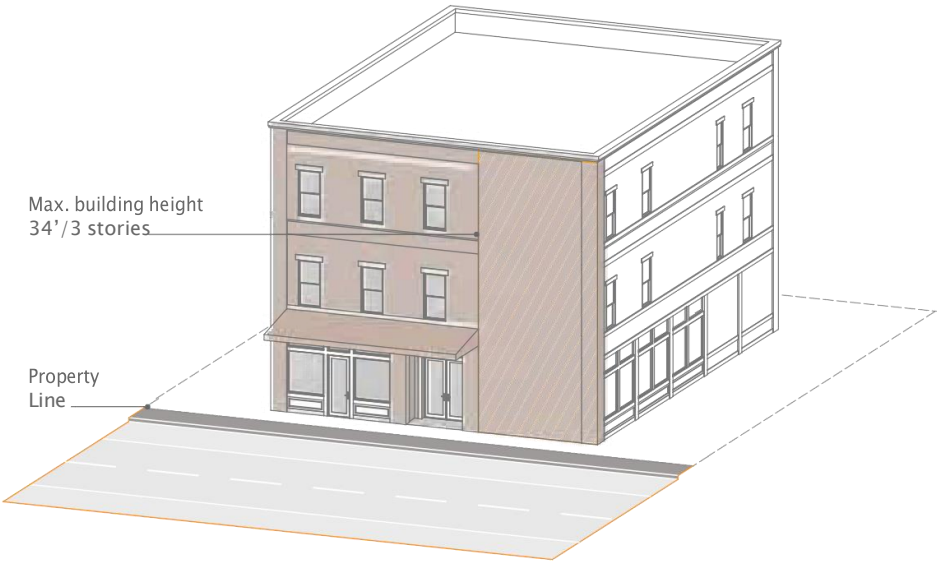
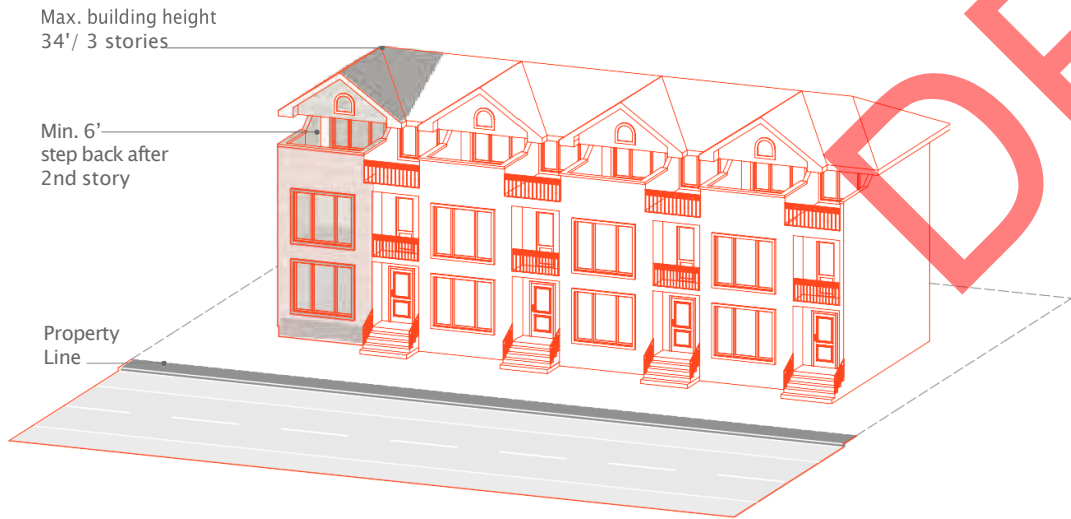
These height and step-back standards improve sunlight and air circulation at street level, creating a more comfortable and inviting urban environment. Together, they contribute to a balanced streetscape that supports both functional and aesthetic urban design goals, enhancing the overall pedestrian experience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

DRAFT



DESIGN GUIDELINES MATRIX

TOWN CENTER GROUND FLOOR TRANSPARENCY AND FENESTRATION

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

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



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

WHAT REMAINS THE SAME

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

WHAT CHANGES

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

MAIN STREET MIXED USE ROOFING

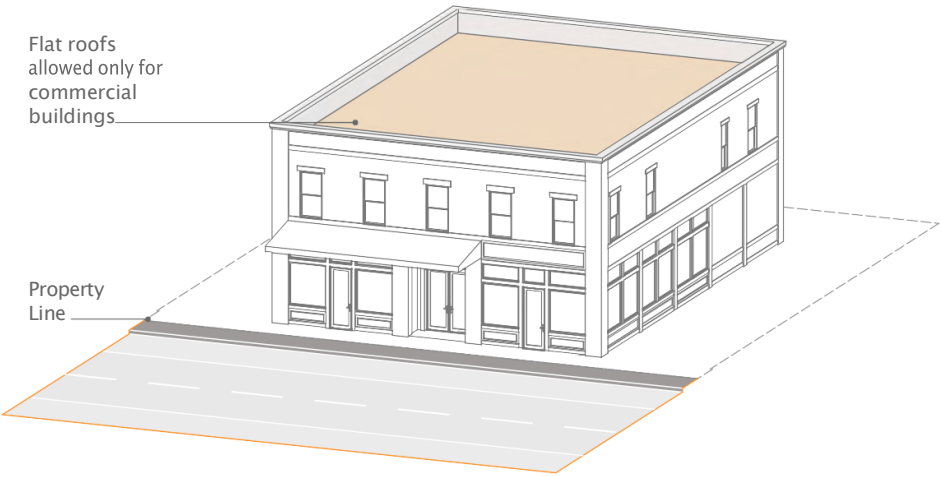
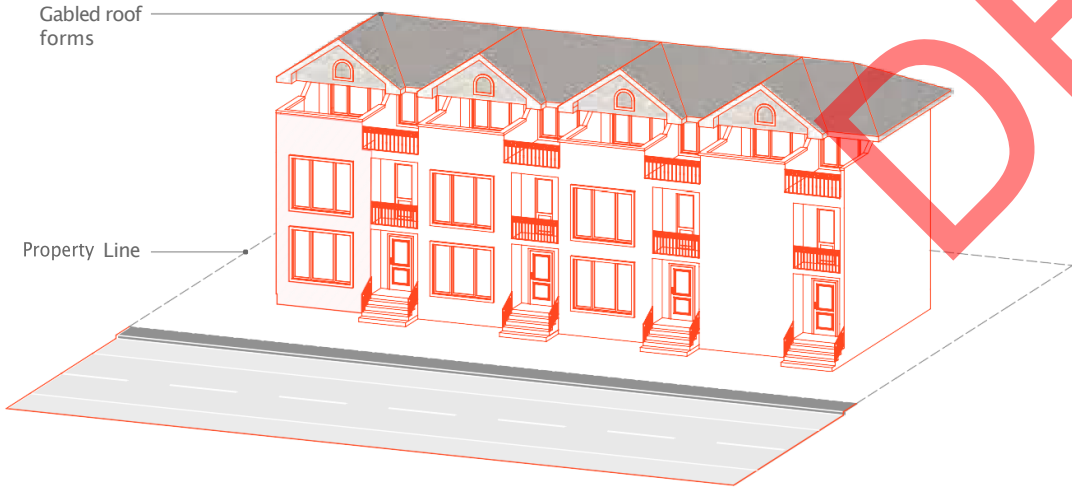
In Main Street's Civic and Mixed Use district, buildings with gabled roofs greatly enhance the architectural character and pedestrian experience.

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

TOWN CENTER ROOFING

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

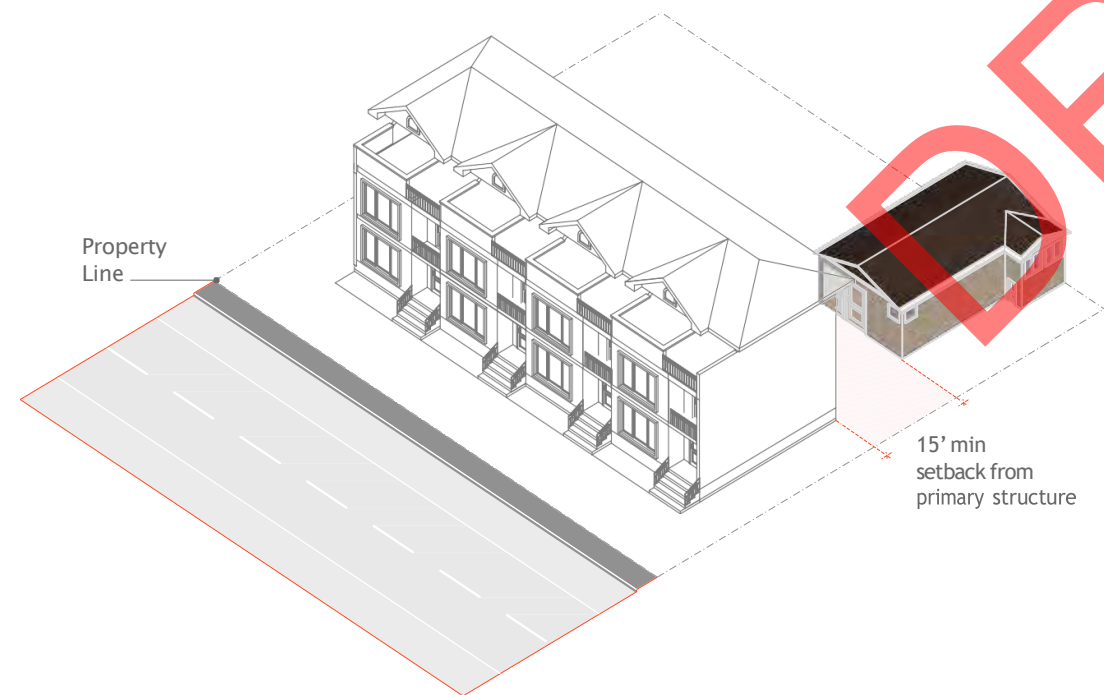
The timeless pitched form of gabled roofs brings rhythm and visual interest to the streetscape, fostering an inviting and dynamic frontage that supports active pedestrian engagement. These roof styles also create adaptable upper-floor spaces, ideal for residential or office uses above ground-floor retail,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



**MAIN STREET MIXED USE
SECONDARY DWELLING
UNITS**

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

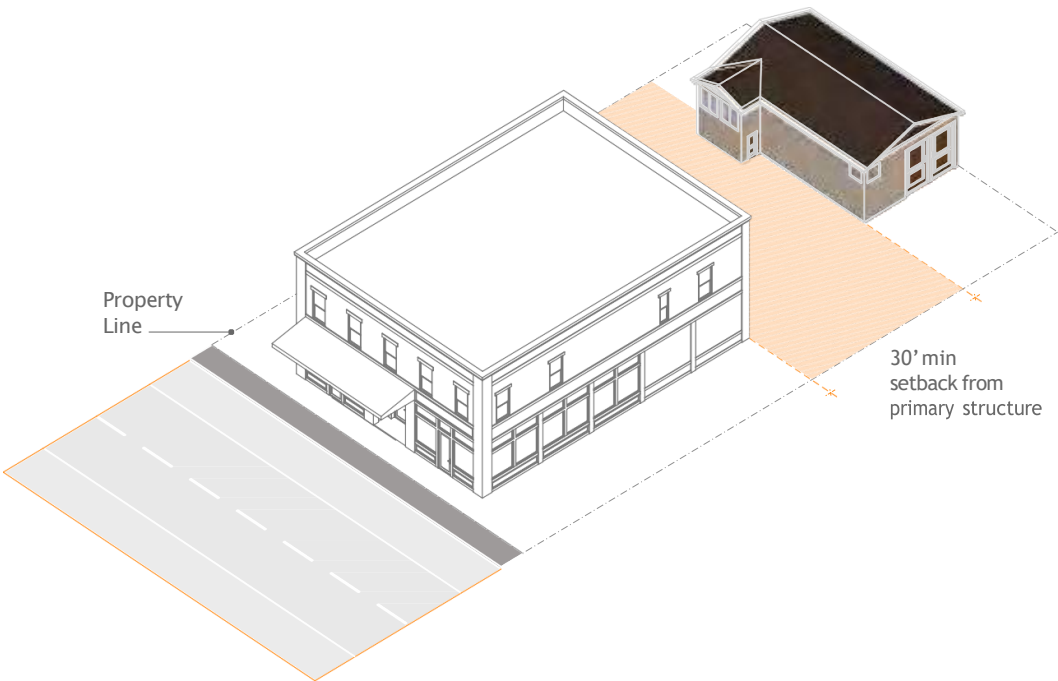
A minimum setback of 15' from the primary structure is required to ensure adequate separation, privacy, and safety. These provisions support diverse housing options while maintaining neighborhood character and community values effectively. Detached ADUs contribute to increased density and offer flexible,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



**TOWN CENTER
SECONDARY DWELLING
UNITS**

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

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



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

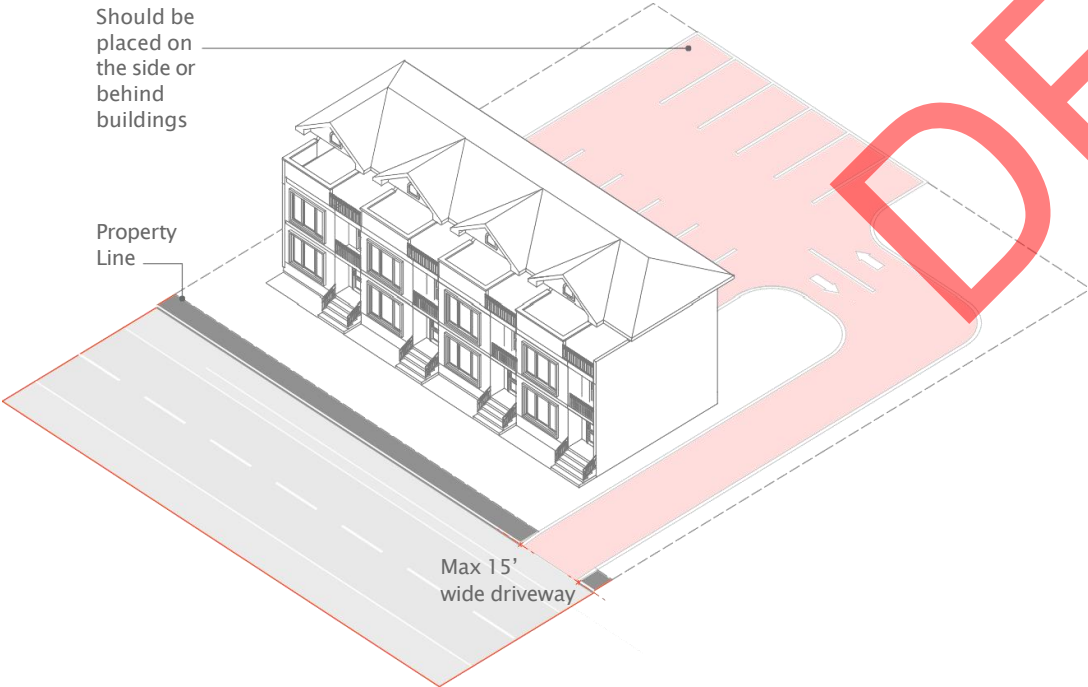
WHAT CHANGES

- 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.

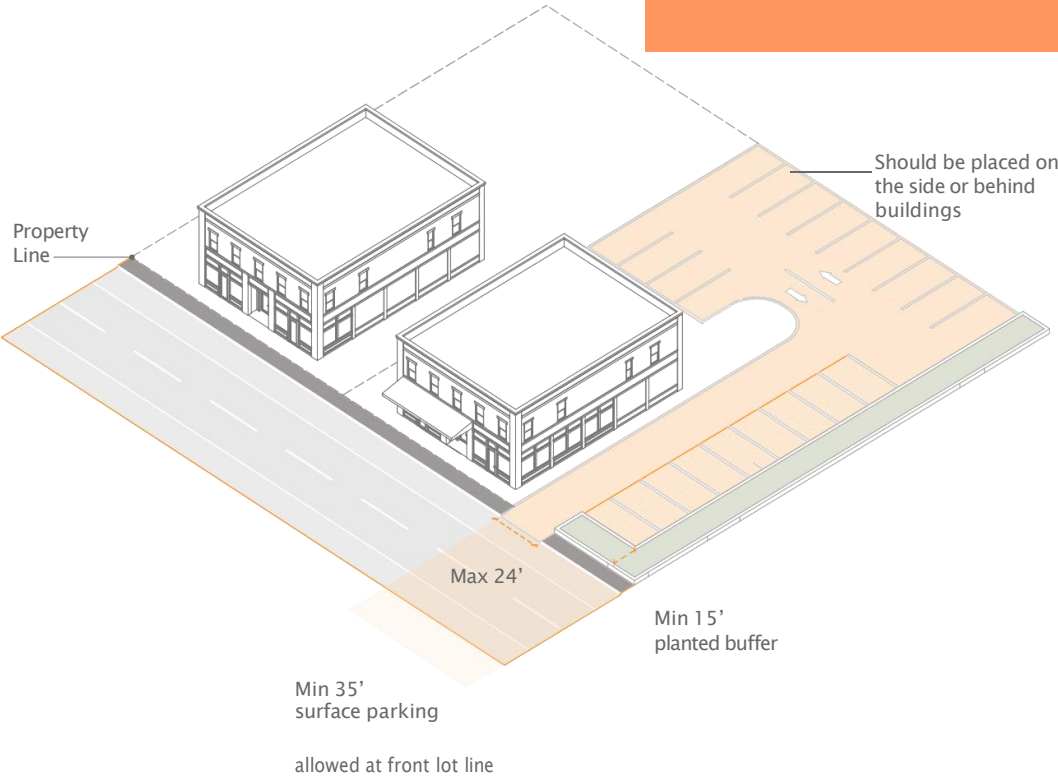
This enhances urban design by prioritizing pedestrian-friendly streetscapes, reducing visual clutter and pedestrian-vehicle conflicts. Avoiding front parking encourages active building frontages and safer, attractive urban environments, supporting sustainable, mixed-use development. This design promotes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

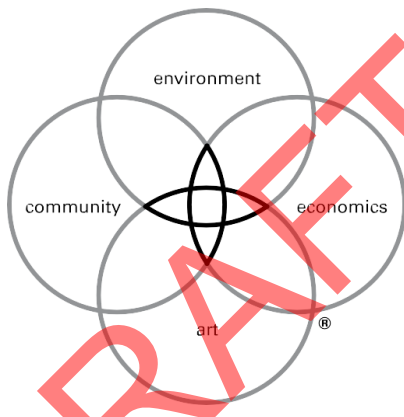


TOWN CENTER PARKING

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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