



## ALPINE CITY COUNCIL MEETING AGENDA

NOTICE is hereby given that the **CITY COUNCIL** of Alpine City, Utah will hold a Public Meeting on **Tuesday, February 25, 2020 at 7:00 pm** at Alpine City Hall, 20 North Main, Alpine, Utah as follows:

**I. CALL MEETING TO ORDER \*Council Members may participate electronically by phone.**

- |                                 |                         |
|---------------------------------|-------------------------|
| <b>A. Roll Call</b>             | <b>Mayor Troy Stout</b> |
| <b>B. Prayer:</b>               | <b>Greg Gordon</b>      |
| <b>C. Pledge of Allegiance:</b> | <b>By invitation</b>    |

**II. CONSENT CALENDAR**

- A. Approve City Council Minutes of February 11, 2020**
- B. Bid Award: 800 South Waterline Improvements**
- C. Bid Award: Pioneer Drive Improvements**
- D. Bid Award: Moyle Drive Improvements**
- E. Approve purchase of a sewer bypass pump, Delco Western: \$16,639.92 (approximate)**

**III. PUBLIC COMMENT**

**IV. REPORTS AND PRESENTATIONS**

- A. TSSD Update: Richard Mickelson and Dale Ihrke**
- B. Rodeo Financial Report**
- C. Past City Council Recognition**

**V. ACTION/DISCUSSION ITEMS**

- A. J&L Automotive Site Plan: Setback Exception/Architectural Review**
- B. Plat Amendment: Thelin Estates, Plat B – Lot Exception**
- C. Ordinance No. 2020-05, Amending Parking Lot Dimensions and Size of Parking Spaces**
- D. Ordinance No. 2020-06, Amending the Sign Ordinance**
- E. Ordinance No. 2020-07, Electric Bikes.**
- F. Verizon Compensation**
- G. Open Meeting Act Training – David Church**

**VI. STAFF REPORTS**

**VII. COUNCIL COMMUNICATION**

**VIII. EXECUTIVE SESSION:** Discuss litigation, property acquisition, or the professional character, conduct or competency of personnel.

**ADJOURN**

Mayor Troy Stout  
February 21, 2020

THE PUBLIC IS INVITED TO PARTICIPATE IN ALL CITY COUNCIL MEETINGS. If you need a special accommodation to participate, please call the City Recorder's Office at (801) 756-6347 x 4.  
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 and sent by e-mail to The Daily Herald located in Provo, UT, a local newspaper circulated in Alpine, UT. This agenda is also available on our web site at [www.alpinecity.org](http://www.alpinecity.org) and on the Utah Public Meeting Notices website at [www.utah.gov/pmn/index.html](http://www.utah.gov/pmn/index.html)

# PUBLIC MEETING AND PUBLIC HEARING ETIQUETTE

**Please remember all public meetings and public hearings are now recorded.**

- All comments **must** be recognized by the Chairperson and addressed through the microphone.
- When speaking to the Planning Commission/City Council, please stand, speak slowly and clearly into the microphone, and state your name and address for the recorded record.
- Be respectful to others and refrain from disruptions during the meeting. Please refrain from conversation with others in the audience as the microphones are very sensitive and can pick up whispers in the back of the room.
- Keep comments constructive and not disruptive.
- Avoid verbal approval or dissatisfaction of the ongoing discussion (i.e., booing or applauding).
- Exhibits (photos, petitions, etc.) given to the City become the property of the City.
- Please silence all cellular phones, beepers, pagers or other noise making devices.
- Be considerate of others who wish to speak by limiting your comments to a reasonable length, and avoiding repetition of what has already been said. Individuals may be limited to two minutes and group representatives may be limited to five minutes.
- Refrain from congregating near the doors or in the lobby area outside the council room to talk as it can be very noisy and disruptive. If you must carry on conversation in this area, please be as quiet as possible. (The doors must remain open during a public meeting/hearing.)

## **Public Hearing vs. Public Meeting**

If the meeting is a **public hearing**, the public may participate during that time and may present opinions and evidence for the issue for which the hearing is being held. In a public hearing there may be some restrictions on participation such as time limits.

Anyone can observe a **public meeting**, but there is no right to speak or be heard there - the public participates in presenting opinions and evidence at the pleasure of the body conducting the meeting.

**ALPINE CITY COUNCIL MEETING**  
**Alpine City Hall, 20 N. Main, Alpine, UT**  
**February 11, 2020**

**I. CALL MEETING TO ORDER**

The meeting was called to order at 7:00 pm by Mayor Troy Stout.

**A. Roll Call:** The following were present and constituted a quorum:

Mayor Troy Stout

Council Members: Jason Thelin, Greg Gordon, Carla Merrill, Lon Lott

Council Members not present: Judi Pickell was excused.

Staff: Shane Sorensen, Charmayne Warnock, David Church, Austin Roy, Chief Brian Gwilliam, Chief Reed Thompson

Others: Phil Ballif, Roger Whitby, David Gifford, Dick George, Sylvia Christiansen, Kelly Palmer, Mark Sutherland, Greg Wilding, Jane Griener, Rachel James, Roger Bennett

**B. Prayer:** Carla Merrill

**C. Pledge of Allegiance:** Lon Lot

**II. CONSENT CALENDAR**

**A. Approve City Council minutes of January 28, 2020**

**B. Bond Release #3 – The Ridge at Alpine Phase II: \$100,815.35**

**C. Resolution No. R2020-03, 2019 Wastewater Planning Program Annual Report**

**MOTION:** Lon Lott moved to approve the Consent Calendar. Greg Gordon seconded. Ayes: 4 Nays: 0. Motion passed.

Ayes:

Jason Thelin

Greg Gordon

Carla Merrill

Lon Lott

Nays:

None

**III. PUBLIC COMMENT:**

Roger Bennett - 48 North 100 East. Mr. Bennett said he had a comment about the last City Council meeting where the Council voted to put a cell tower in the City Hall Park. He said that within five years of people moving into Alpine, President Brigham Young had asked the residents to set aside ground for recreational and public use, so the residents set aside this block where City Hall sat. It was the first block in Alpine. He said his family had lived in Alpine continuously for 100 years and across from this park for 92 years. He had grown up playing in the park. The Council had said they wanted to have open space and parks and wanted to maintain the historic feeling of Alpine, but those words rang hollow relating to the decision to put the cell tower in the park, which in no way reflected the history of Alpine. He asked if only the newcomers got to have the open space.

Sam Berry – 3948 W. Oakhill Drive. He said he lived in the new Box Elder Subdivision which was in the county but adjacent to Alpine. He said there was also an Oakhill Drive in Alpine and the addresses were getting mixed up. The only difference was that the numbering in the county was different. He said their subdivision was already on Alpine City water and sewer and they were hoping Alpine City would annex them so there would not be confusion with the addresses. If there was an emergency, it was critical that the first responders go to the right address.

Nancy Dixon 6919 N. Oakhill Drive. She said she lived in the same subdivision as Mr. Berry and had the same address confusion and the same concerns about safety. She said it would be advantageous to Alpine to annex their subdivision sooner rather than later so they could receive the revenue from property taxes and building permits.

1  
2  
3  
4 Troy Stout said an annexation petition had been submitted some time ago, but it had lapsed.  
5

6 David Church said property could be annexed by petition or with an agreement between the county and the city,  
7 which was a faster process, but the normal process was by petition, which required the signatures from a majority of  
8 the landowners and landowners who owned at least 1/3 of the taxed evaluation.  
9

10 Shane Sorensen said the City had requested a street name change for Box Elder South to avoid confusion, but the  
11 county required a plat amendment to change a street name, which was more of a process. Mayor Stout said that  
12 whether the subdivision was annexed or not, the street name needed to be changed.  
13

#### 14 **IV. REPORT AND PRESETATIONS**

15 **A. Past City Councilmember Recognition:** This item was postponed.  
16  
17

18 **B. Recognition of Rocky Mountain Power Foundation for Funding AEDs in Police Cars**  
19

20 Shane Sorensen said Fire Chief Reed Thompson and Police Chief Brian Gwilliam had worked together in seeking  
21 funding to equip the police cars with AEDs or automatic external defibrillator units.  
22

23 Chief Reed Thompson said they had placed 15 AEDs in the police cars. Since the police were usually the first to  
24 arrive on the scene in an emergency, it made sense for the police to have them in the cars. In the event of a cardiac  
25 arrest, the survival rate dropped by 10% for every minute that passed so quick treatment was essential. He added that  
26 misplaced addresses were the highest cause of death in emergency calls. He said the AEDs were simple to use and  
27 could save lives. The funding was split three ways. The Lone Peak PSD got a grant from Rocky Mountain Power for  
28 \$2500. They also received funding from the Utah Bureau of Emergency Service. The cities of Alpine and Highland  
29 donated five units each.  
30

31 Chief Brian Gwilliam said that they responded to about 30 cardiac arrests in a year. They would report back on the  
32 use of the AEDs.  
33

34 **C. Financial Report**  
35

36 Shane Sorensen said that he wanted to address the sign at Altabank under Financial Report since Kelly Palmer, the  
37 bank president, was there. He had met with her and another representative from the bank and discussed the options  
38 to make the situation with the sign safer. The least expensive option was to move the sign 36 feet to the south so  
39 there was less visual obstruction at the intersection of 100 South and Main Street. The bank would keep the same  
40 sign and orientation. The sign itself cost \$14,000. To relocate it would cost \$4,000. Since the sign did meet the  
41 ordinance, the City would participate in half the cost, which would be allowed by the Procurement Code. In addition  
42 to relocating the sign, the bank would lower it by removing a few layers of brick from the base along with some  
43 concrete. It was noticed that cars parked along the street further obstructed the view, so it was suggested they paint  
44 the curb red. The Council agreed to moving the sign to the south and painting the curb. The bank was also in favor  
45 of painting the curb. Shane Sorensen said staff would work on amending the sign ordinance to prevent similar  
46 problems in the future.  
47

#### 48 **V. ACTION AND DISCUSSION ITEMS**

49 **A. Brookside Meadows Subdivision – Road Grade Exception**  
50  
51

52 Austin Roy said the ordinance stated that the road grade at an intersection should not exceed 3%. The developer of  
53 the proposed Brookside Meadow subdivision requested an exception of a 5% grade. Staff recommended approval of  
54 the exception based on the following findings:  
55

- The 5% grade design would reduce retaining walls which would benefit the City since the City would be responsible for maintenance on the walls;
- The sight distance outside the site triangle would be better due to less cut slopes;
- Due to low traffic volume, the need for vehicular storage area was not anticipated;
- The request fell within “generally accepted planning and engineering” as stated in the ordinance;
- The request did not “vary the zone, use or lot size of the development.”

The Planning Commission had reviewed the request and recommended approval of an exception.

**MOTION:** Lon Lott moved to approve an exception for the Brookside Meadows Subdivision for road grade at intersections from 3% to 5% based on the following:

1. The 5% grade design would reduce retaining walls;
2. The sight distance outside the site triangle would be better due to less cut slopes;
3. Due to low traffic volume, the need for vehicular storage area was not anticipated;
4. The request fell within “generally accepted planning and engineering” as stated in the ordinance;
5. The request did not “vary the zone, use or lot size of the development.”

Carla Merrill seconded. Ayes: 4 Nays: 0. Motion passed.

<u>Ayes</u>	<u>Nays</u>
Jason Thelin	None
Greg Gordon	
Carla Merrill	
Lon Lott	

**B. Brookside Meadows Subdivision – Final Plat Approval**

Austin Roy said the Planning Commission had reviewed the final plat for the Brookside Meadows Subdivision which consisted of 15 lots on 13.06 acres with open space. It was located in the CR-20,000 zone at approximately 430 North 400 West. The lot sizes ranged from 0.31 acres to 0.63 acres. The Planning Commission recommended approval with a number of conditions.

Greg Gordon asked if there would be stop signs placed where it connected to Westfield Road. Shane Sorensen said he anticipated a 4-way stop.

**MOTION:** Jason Thelin moved to approve the Brookside Meadow final plat with the following conditions:

1. Remove existing buildings or include the removal of existing buildings in the bond;
2. Meet the water policy;
3. Provide escrow funds for a roadway preservation coat;
4. Provide a cost estimate for the development;
5. Address the redlines on the plat and plans including the 5% exception approved by the City Council.

Lon Lott seconded. Ayes: 4 Nays: 0 Motion passed

<u>Ayes</u>	<u>Nays</u>
Jason Thelin	None
Greg Gordon	
Carla Merrill	
Lon Lott	

**C. Short-term Rentals:      Ordinance No. 2020-02 Prohibiting Short-term Rentals**  
**Ordinance No. 2020-04 Permitting Short-term Rentals with Regulations**

1 Austin Roy said the issue of short-term rental had been reviewed by the Planning Commission several times and  
2 public hearings were held on both ordinances, one to prohibit and one to approve and regulate. He said there were  
3 already about 30 or 40 short-term rentals in Alpine as indicated by research. The City had received complaints about  
4 one them, but it had since been sold. There were no complaints on the other short-term rentals.  
5

6 Ordinance No. 2020-02 would prohibit them entirely. Ordinance No. 2020-04 would allow them but regulate such  
7 things as parking requirements, ownership, size, etc.  
8

9 The Planning Commission had recommended approval of Ordinance No. 2020-02 to prohibit them. Their primary  
10 concern was that allowing short-term rentals would cut into the availability of moderate income housing in Alpine  
11 since many people had accessory apartments which counted toward meeting the moderate income housing  
12 requirement. The Planning Commission was concerned that people would turn those apartments into short-term  
13 rentals in order to make more money off them.  
14

15 Planning Commission Chairman Jane Griener said they were also concerned about the effect of short-term rentals on  
16 the neighborhoods and how it would affect the value of the homes. No one expected a business to be operated next  
17 door when they bought a home. Other people were concerned about safety. One individual with young children  
18 didn't like the idea of different people occupying the home next to his family every week. Ms. Griener said that if  
19 the City did decide to allow them, they should increase the fine for a violation. A fine of \$50 a day was not very  
20 effective when a landlord could make \$1000 a day.  
21

22 David Church said there were limitations on what fine could be imposed. They would have to look at whether it  
23 would be a criminal penalty or a civil fine. He added that cities could not make a profit off business licenses  
24 according to the state code. Cities could collect a 1% transient room tax on short-term rentals.  
25

26 Greg Gordon asked about the current regulation on short-term rentals. David Church said the City had interpreted  
27 Alpine's ordinance to say short-term rentals were not allowed, but it had been challenged by those who said it was  
28 ambiguous. Staff drafted a new ordinance to clean up the definition and specifically prohibit Airbnbs. But even if  
29 the city prohibited them, the state law said the cities could not cite someone who advertised an Airbnb on the  
30 internet.  
31

32 Lon Lott said he been reading about other cities' experiences with allowing them. Helper said it was the best thing  
33 they done; they no longer had complaints because of the clear guidelines, and they had been able to control them  
34 since enforcement had been a big problem.  
35

36 Dick George – Bald Mountain Circle. He said that Alpine was a big culdesac. It was not a destination point and he'd  
37 didn't see a large demand for Airbnbs in Alpine. He said he had an 82% occupancy rate in his short-term rental  
38 which was the upstairs portion of his home. He had two bedrooms, each with its own bathroom and charged between  
39 \$30 to \$40 a night for each room.  
40

41 Sylvia Christiansen said the biggest complaint she'd heard in the public hearing about short-term rentals was that  
42 they brought instability to a neighborhood. People wanted to have the same neighbors all the time.  
43

44 Jason Thelin said that what Mr. George was doing didn't hurt the city. But if they started taking accessory  
45 apartments out of the long-term rental pool, it could affect the moderate income housing.  
46

47 Greg Gordon said that having an Airbnb would increase the value of a home. A lot of the problem came down to  
48 enforceability. At present, there probably wasn't a big demand for short-term rentals in Alpine, but if there was  
49 access to the ski resorts by way of American Fork Canyon, that could change.  
50

51 Carla Merrill said she didn't see short-term rentals as a big revenue source for the city. All the income would go to  
52 managing it. There were also safety issues. With a long-term rental, people had to register if they were a sex  
53 offender, but they didn't have to register to stay at an Airbnb. She felt it would be easier not to allow them at all.  
54

55 Lon Lott said the other cities he spoken with said they had a positive experience with the short-term rentals because  
56 they hadn't been able to enforce it in the past. Allowing and regulating them changed that. He said that Alpine

1 hadn't been able to enforce the prohibition against Airbnbs in the past. Would it be any different if they adopted an  
2 ordinance that specifically prohibited them?  
3

4 Austin Roy said code enforcement worked on a complaint basis. When the code enforcement officer got a complaint  
5 about an Airbnb and went to a house, he was often told that they just had lots of friends and family visiting from out  
6 of town.  
7

8 Jason Thelin wondered if they could have something that allowed the rental of a room but not an accessory  
9 apartment, so it didn't take away from the moderate income housing. Maybe they needed to finetune the ordinance.  
10

11 David Church said the benefit of passing an ordinance to allow them was that there was something the city could do  
12 if they were out of compliance such as revoke their license. When they were all illegal, there wasn't much recourse.  
13

14 No action was taken on either ordinance. The Council indicated they would like to look at the owner-occupied  
15 requirement and wait until they had a full council to make a decision.  
16

17 David Church said the Airbnbs were currently allowed in the commercial zone which allowed motels, etc. If the  
18 Council adopted the ordinance to prohibit them, they'd have to decide if they wanted to also disallow them in the  
19 commercial zone.  
20

#### 21 **D. Ordinance No. 2020-03 – Floodplain Ordinance Update**

22  
23 Shane Sorensen said the City had received a new floodplain map about 3 years ago. Since that time, FEMA had  
24 completed all the flood plain updates for the county. Alpine City's map had not changed from what was adopted  
25 three years ago, but they received a letter from FEMA notifying them that the City needed to update the ordinance to  
26 be current with the county. This ordinance would also allow the map to be automatically updated and approved  
27 when FEMA did updates.  
28

29 **MOTION:** Jason Thelin moved to approve Ordinance 2020-03 updating the Floodplain Map. Carla Merrill  
30 seconded. Ayes: 4 Nays: 0. Motion passed.  
31

<u>Ayes</u>	<u>Nays</u>
Jason Thelin	None
Greg Gordon	
Carla Merrill	
Lon Lott	

#### 32 **VI. STAFF REPORTS**

33 Chief Reed Thompson

- 34 • He'd met with both city managers to work on the preliminary budget for fire department.
- 35 • He reported that PURPLE was moving much of their staff out of their building on 200 North which would  
36 alleviate some of the safety concerns about the building such as the sprinkler system.  
37

38 Austin Roy

- 39 • A requirement for stealth towers was in the 2012 ordinance but had been removed.
- 40 • He had spoken with Draper City regarding an emergency road connection for Blue Bison and apparently  
41 there was some discrepancy in what Blue Bison had told Alpine.  
42

43 Shane Sorensen

- 44 • Verizon was willing to pay \$1600/month with a 10% increase every five years to rent space for their cell  
45 tower. T-Mobile paid \$29,000/year with a 3% yearly increase. He asked if that amount was acceptable to  
46 the Council. It would be dealt with on a future agenda.  
47  
48  
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51  
52  
53

- Residents were complaining that the snowplow drivers were leaving snow in their driveway. He explained that the guys were working 70 hours a week to push snow and it was a difficult job. Culpdesacs were tough and were the last to be plowed.
- There was the possibility of a bill in the state legislature that would penalize councilmembers for voting against a development project that met the ordinance.
- They would be looking for a new city attorney and could either send out an RFP or RFP by invitation.
- He had emailed the Council the TSSD update. There would be a TSSD report at the following meeting.

**VII. COUNCIL COMMUNICATION**

Mayor Stout

- He reported that Primary Children’s Hospital was building a new hospital in Lehi which would provide almost every service available in Salt Lake. It would be a five-story tower. The expected completion date was 2023.
- UVU was building an overpass over 1-15 to connect the housing to campus. It would be a pedestrian overpass.
- They were looking to expand the open space by the Dry Creek trailhead.

Carla Merrill asked about the abandoned garage on Healey Boulevard. Shane Sorensen said that the Code Compliance Officer was investigating it.

Greg Gordon said other communities had set a bounty on goat head stickers to get them off the ground. That might be something worth looking into.

**VIII. EXECUTIVE SESSION**

**MOTION:** Lon Lott moved to go into Executive Session for the purpose of discussing litigation. Greg Gordon seconded. Ayes: 4 Nays: 0. Motion passed.

<u>Ayes</u>	<u>Nays</u>
Jason Thelin	None
Greg Gordon	
Carla Merrill	
Lon Lott	

The Council went into closed session at 9:30 pm

The Council returned to open meeting at 10:00 pm.

**MOTION:** Lon Lott moved to adjourn. Carla Merrill seconded. Ayes: 4 Nays: 0. Motion passed.

<u>Ayes</u>	<u>Nays</u>
Jason Thelin	None
Greg Gordon	
Carla Merrill	
Lon Lott	

The meeting was adjourned at 10:00 pm.

# Memo



**To:** Alpine City Council  
**From:** Jed Muhlestein, P.E. *JM*  
City Engineer  
**Date:** February 21, 2020  
**Subject:** Pioneer Road (600 N) Road Improvement Project Award  
Recommendation

City Council:

The low bidder for the Pioneer Drive (600 N) Road Improvement Project was **Double D Excavation LLC** with a Total Base Bid of **\$432,998.00**. Double D Excavation LLC was spoken highly of as we went through their reference list. They have performed similar jobs in the surrounding area over the past several years. I recommend the project be awarded to Double D Excavation LLC for a total of \$432,998.00.

Attached is a copy of the Bid Tab and Notice of Award for execution if the City Council so chooses to award this project to Double D Excavation LLC.

Alpine City Engineering  
20 North Main • Alpine, Utah 84004  
Phone/Fax: (801) 763-9862  
E-mail: jed@alpinecity.org



**BID TABULATION RESULTS**

Pioneer Drive (600 N) Road Improvement Project  
 20 North Main Street  
 Alpine, UT 84004  
 Bid Opening: 2/20/2020  
 Time: 2:00 PM

**Base Bid Contractors**  
 Double D Excavation LLC  
 Geneva Rock Products LLC  
 Kilgore Companies  
 Staker Parson Companies

**Base Bid**  
 \$ 432,998.00  
 \$ 620,351.35  
 \$ 709,954.43  
 \$ 585,944.18

**Average**  
 Engineer's Estimate \$ 591,450.42  
 \$ 608,004.16

Base Bid ITEM NO.	DESCRIPTION	QUANTITY	UNITS	ENGINEERS ESTIMATE		Bidder 1 Double D Excavation LLC		Bidder 2 Geneva Rock Products LLC		Bidder 3 Kilgore Companies		Bidder 4 Staker Parson Companies		AVERAGE	
				UNIT PRICE	TOTAL AMOUNT	UNIT PRICE	TOTAL AMOUNT	UNIT PRICE	TOTAL AMOUNT	UNIT PRICE	TOTAL AMOUNT	UNIT PRICE	TOTAL AMOUNT	UNIT PRICE	TOTAL AMOUNT
1	Mobilization (not to exceed 5%)	1	LS	\$ 28,500.00	\$ 28,500.00	\$ 7,500.00	\$ 7,500.00	\$ 31,000.00	\$ 31,000.00	\$ 35,000.00	\$ 35,000.00	\$ 26,410.51	\$ 26,410.51	\$ 25,682.10	\$ 25,682.10
<b>SITE WORK</b>															
2	Clear and Grub	1	LS	\$ 35,000.00	\$ 35,000.00	\$ 4,000.00	\$ 4,000.00	\$ 25,600.00	\$ 25,600.00	\$ 40,000.00	\$ 40,000.00	\$ 26,821.43	\$ 26,821.43	\$ 26,284.29	\$ 26,284.29
3	Asphalt driveway removal	1,273	SF	\$ 3.50	\$ 4,455.50	\$ 2.25	\$ 2,864.25	\$ 0.55	\$ 700.15	\$ 1.70	\$ 2,164.10	\$ 0.34	\$ 432.82	\$ 1.67	\$ 2,123.36
4	Asphalt Driveway Repair	560	SF	\$ 2.50	\$ 1,400.00	\$ 1.45	\$ 812.00	\$ 4.50	\$ 2,520.00	\$ 8.35	\$ 4,676.00	\$ 2.95	\$ 1,652.00	\$ 3.95	\$ 2,212.00
5	Concrete Driveway and Sidewalk Removal	2,060	SF	\$ 2.00	\$ 4,120.00	\$ 2.50	\$ 5,150.00	\$ 0.80	\$ 1,648.00	\$ 2.30	\$ 4,738.00	\$ 0.63	\$ 1,297.80	\$ 1.65	\$ 3,390.76
6	Concrete Driveway Repair	3,975	SF	\$ 6.50	\$ 25,837.50	\$ 5.45	\$ 21,663.75	\$ 6.00	\$ 23,850.00	\$ 10.35	\$ 41,141.25	\$ 4.70	\$ 18,682.50	\$ 6.60	\$ 26,235.00
7	Driveway Repair (Gravel)	40	CY	\$ 45.00	\$ 1,800.00	\$ 35.00	\$ 1,400.00	\$ 62.00	\$ 2,480.00	\$ 108.00	\$ 4,320.00	\$ 47.55	\$ 1,902.00	\$ 59.51	\$ 2,380.40
8	Install 4' sidewalk, 5" thick	735	LF	\$ 40.00	\$ 29,400.00	\$ 28.05	\$ 20,616.75	\$ 23.00	\$ 16,905.00	\$ 23.00	\$ 16,905.00	\$ 17.85	\$ 13,119.75	\$ 26.38	\$ 19,389.30
9	Install 5' sidewalk, 5" thick	385	LF	\$ 45.00	\$ 17,325.00	\$ 28.75	\$ 11,068.75	\$ 30.00	\$ 11,550.00	\$ 28.80	\$ 11,088.00	\$ 22.30	\$ 8,585.50	\$ 30.97	\$ 11,923.45
10	Remove Curb and Gutter	140	LF	\$ 20.00	\$ 2,800.00	\$ 8.50	\$ 1,190.00	\$ 5.00	\$ 700.00	\$ 17.50	\$ 2,450.00	\$ 6.30	\$ 882.00	\$ 11.46	\$ 1,604.40
11	24-Inch Curb and Gutter	2,427	LF	\$ 20.00	\$ 48,540.00	\$ 18.50	\$ 44,899.50	\$ 25.00	\$ 60,675.00	\$ 24.90	\$ 60,432.30	\$ 16.00	\$ 38,832.00	\$ 20.88	\$ 50,675.76
12	ADA Truncated Dome (2'x4')	4	Each	\$ 500.00	\$ 2,000.00	\$ 750.00	\$ 3,000.00	\$ 350.00	\$ 1,400.00	\$ 380.00	\$ 1,520.00	\$ 335.00	\$ 1,340.00	\$ 463.00	\$ 1,852.00
13	Mill and remove existing asphalt	38,700	SF	\$ 0.70	\$ 27,090.00	\$ 0.35	\$ 13,545.00	\$ 0.25	\$ 9,675.00	\$ 0.22	\$ 8,514.00	\$ 0.38	\$ 14,706.00	\$ 0.38	\$ 14,706.00
14	Excavation of Roadway (12" below finished grades)	54,144	SF	\$ 0.80	\$ 43,315.20	\$ 0.40	\$ 21,657.60	\$ 0.80	\$ 43,315.20	\$ 0.82	\$ 44,398.08	\$ 0.85	\$ 46,022.40	\$ 0.73	\$ 39,741.70
15	Install 8" Road Base	54,144	SF	\$ 1.00	\$ 54,144.00	\$ 0.95	\$ 51,436.80	\$ 0.80	\$ 43,315.20	\$ 0.90	\$ 48,729.60	\$ 0.85	\$ 46,022.40	\$ 0.90	\$ 48,729.60
16	Install 6" Road Base	4,042	SF	\$ 0.68	\$ 2,748.56	\$ 0.95	\$ 3,839.90	\$ 0.80	\$ 3,233.60	\$ 2.45	\$ 9,902.90	\$ 1.25	\$ 5,052.50	\$ 1.23	\$ 4,955.49
17	3" Hot Mix Asphalt (PG58-28, 1/2", 15% Max RAP)	46,684	SF	\$ 1.35	\$ 63,023.40	\$ 1.45	\$ 67,691.80	\$ 1.30	\$ 60,689.20	\$ 1.55	\$ 72,360.20	\$ 1.20	\$ 56,020.80	\$ 1.37	\$ 63,957.08
<b>UTILITIES</b>															
18	6" Sewer Lateral	1	Each	\$ 3,000.00	\$ 3,000.00	\$ 5,356.90	\$ 5,356.90	\$ 6,300.00	\$ 6,300.00	\$ 7,600.00	\$ 7,600.00	\$ 10,598.59	\$ 10,598.59	\$ 6,571.10	\$ 6,571.10
19	4" Pressurized Irrigation Stub w/ valve	1	Each	\$ 4,000.00	\$ 4,000.00	\$ 7,200.00	\$ 7,200.00	\$ 8,400.00	\$ 8,400.00	\$ 6,900.00	\$ 6,900.00	\$ 10,906.25	\$ 10,906.25	\$ 7,481.25	\$ 7,481.25
20	Connect to existing catch 30" RCP w/ 18" of 15" ADS	1	LS	\$ 2,500.00	\$ 2,500.00	\$ 1,000.00	\$ 1,000.00	\$ 3,800.00	\$ 3,800.00	\$ 4,600.00	\$ 4,600.00	\$ 8,497.45	\$ 8,497.45	\$ 4,079.49	\$ 4,079.49
21	Connect to existing catch basin (Grove Drive)	1	Each	\$ 1,500.00	\$ 1,500.00	\$ 1,000.00	\$ 1,000.00	\$ 850.00	\$ 850.00	\$ 4,100.00	\$ 4,100.00	\$ 2,753.99	\$ 2,753.99	\$ 2,040.80	\$ 2,040.80
22	15" ADS Storm Drain Pipe	603	LF	\$ 85.00	\$ 51,255.00	\$ 105.00	\$ 63,315.00	\$ 65.00	\$ 39,195.00	\$ 100.00	\$ 60,300.00	\$ 103.85	\$ 62,621.55	\$ 91.77	\$ 55,337.31
23	Curb inlet box	1	Each	\$ 3,000.00	\$ 3,000.00	\$ 2,195.00	\$ 2,195.00	\$ 3,000.00	\$ 3,000.00	\$ 3,700.00	\$ 3,700.00	\$ 3,804.60	\$ 3,804.60	\$ 3,139.92	\$ 3,139.92
24	Double Curb inlet box	2	Each	\$ 5,000.00	\$ 10,000.00	\$ 4,390.00	\$ 8,780.00	\$ 7,000.00	\$ 14,000.00	\$ 6,900.00	\$ 13,800.00	\$ 6,134.04	\$ 12,268.08	\$ 5,884.81	\$ 11,769.62
25	48-Inch Storm Drain Manhole	3	Each	\$ 4,500.00	\$ 13,500.00	\$ 3,950.00	\$ 11,850.00	\$ 5,000.00	\$ 15,000.00	\$ 4,000.00	\$ 12,000.00	\$ 6,309.08	\$ 18,927.24	\$ 4,751.82	\$ 14,255.45
26	Relocate Pressurized Irrigation Service (2-Inch)	1	Each	\$ 3,500.00	\$ 3,500.00	\$ 2,350.00	\$ 2,350.00	\$ 3,000.00	\$ 3,000.00	\$ 3,200.00	\$ 3,200.00	\$ 5,153.17	\$ 5,153.17	\$ 3,440.63	\$ 3,440.63
27	Relocate Stop Sign	2	Each	\$ 750.00	\$ 1,500.00	\$ 100.00	\$ 200.00	\$ 300.00	\$ 600.00	\$ 1,000.00	\$ 2,000.00	\$ 494.88	\$ 989.76	\$ 528.98	\$ 1,057.95
28	Concrete Manhole Collars	10	Each	\$ 650.00	\$ 6,500.00	\$ 450.00	\$ 4,500.00	\$ 900.00	\$ 9,000.00	\$ 1,100.00	\$ 11,000.00	\$ 353.00	\$ 3,530.00	\$ 690.60	\$ 6,906.00
29	Concrete Valve Collars	5	Each	\$ 450.00	\$ 2,250.00	\$ 350.00	\$ 1,750.00	\$ 800.00	\$ 4,000.00	\$ 860.00	\$ 4,300.00	\$ 257.00	\$ 1,285.00	\$ 543.40	\$ 2,717.00
30	Relocate Mailbox	1	Each	\$ 500.00	\$ 500.00	\$ 100.00	\$ 100.00	\$ 350.00	\$ 350.00	\$ 1,250.00	\$ 1,250.00	\$ 572.00	\$ 572.00	\$ 554.40	\$ 554.40
<b>SWPPP</b>															
31	Silt Fence	700	LF	\$ 3.50	\$ 2,450.00	\$ 2.00	\$ 1,400.00	\$ 3.00	\$ 2,100.00	\$ 6.00	\$ 4,200.00	\$ 3.52	\$ 2,464.00	\$ 3.60	\$ 2,522.80
32	Inlet Protection	9	Each	\$ 150.00	\$ 1,350.00	\$ 80.00	\$ 720.00	\$ 50.00	\$ 450.00	\$ 185.00	\$ 1,665.00	\$ 172.81	\$ 1,555.29	\$ 127.56	\$ 1,148.06
33	Concrete Washout	1	Each	\$ 2,000.00	\$ 2,000.00	\$ 995.00	\$ 995.00	\$ 1,600.00	\$ 1,600.00	\$ 400.00	\$ 400.00	\$ 535.00	\$ 535.00	\$ 1,106.00	\$ 1,106.00
<b>MISC</b>															
34	Retaining Wall (Sta 15+50)	1	LS	\$ 30,000.00	\$ 30,000.00	\$ 19,500.00	\$ 19,500.00	\$ 40,000.00	\$ 40,000.00	\$ 45,000.00	\$ 45,000.00	\$ 28,650.00	\$ 28,650.00	\$ 32,630.00	\$ 32,630.00
35	Retaining Wall (Sta 24+25)	1	LS	\$ 75,000.00	\$ 75,000.00	\$ 14,500.00	\$ 14,500.00	\$ 125,000.00	\$ 125,000.00	\$ 108,000.00	\$ 108,000.00	\$ 95,977.71	\$ 95,977.71	\$ 83,695.54	\$ 83,695.54
36	24" ADS Storm Drain Pipe	30	LF	\$ 80.00	\$ 2,400.00	\$ 120.00	\$ 3,600.00	\$ 125.00	\$ 3,750.00	\$ 220.00	\$ 6,600.00	\$ 143.58	\$ 4,307.40	\$ 137.72	\$ 4,131.48
37	24" ADS Flared End Section	1	Each	\$ 300.00	\$ 300.00	\$ 350.00	\$ 350.00	\$ 700.00	\$ 700.00	\$ 1,000.00	\$ 1,000.00	\$ 2,764.69	\$ 2,764.69	\$ 1,022.94	\$ 1,022.94
<b>BASE BID TOTAL</b>					\$ 608,004.16		\$ 432,998.00*		\$ 620,351.35		\$ 709,954.43		\$ 585,944.18*		\$ 591,450.42
<b>ALTERNATE</b>															
A1	6" Potable Waterline Loop	1	Each	\$ 7,000.00	\$ 7,000.00	\$ 7,535.95	\$ 7,535.95	\$ 4,000.00	\$ 4,000.00	\$ 3,700.00	\$ 3,700.00	\$ 5,201.63	\$ 5,201.63	\$ 5,487.52	\$ 5,487.52
A2	8" Potable Waterline Loop	1	Each	\$ 8,000.00	\$ 8,000.00	\$ 8,010.10	\$ 8,010.10	\$ 5,700.00	\$ 5,700.00	\$ 4,200.00	\$ 4,200.00	\$ 6,509.62	\$ 6,509.62	\$ 6,483.94	\$ 6,483.94
A3	10" Pressurized Irrigation Main Loop	1	Each	\$ 9,000.00	\$ 9,000.00	\$ 8,570.45	\$ 8,570.45	\$ 8,000.00	\$ 8,000.00	\$ 5,300.00	\$ 5,300.00	\$ 8,691.83	\$ 8,691.83	\$ 7,912.46	\$ 7,912.46
<b>ALTERNATE BID ITEMS TOTAL</b>					\$ 24,000.00		\$ 24,116.50		\$ 17,700.00		\$ 13,200.00		\$ 20,403.08		\$ 19,883.92
<b>TOTAL BASE + ALTERNATE BID</b>					\$ 632,004.16		\$ 457,114.50		\$ 638,051.35		\$ 723,154.43		\$ 606,347.26		\$ 611,334.34

\* Denotes mathematical error on bid, correct numbers are shown



I hereby certify that this is a true and correct Bid Tabulation for the Pioneer Drive (600 N) Road Improvement Project

**DOCUMENT 00360**

**NOTICE OF AWARD**

To: Double D Excavation LLC  
1192 E Draper Pkwy #477  
Draper, UT 84020

PROJECT Description: **PIONEER RD (600 N) STREET IMPROVEMENT PROJECT**

The OWNER has considered the BID submitted by you for the above described WORK in response to its Invitation to Bid dated January 24, 2020, and Information for Bidders.

You are hereby notified that your BID has been accepted for items in the amount of **\$432,998.00**.

You are required by the Information for Bidders to execute the Agreement and furnish the required CONTRACTOR'S Performance Bond, Payment Bond, and Certificates of Insurance within ten (10) calendar days from the date of this notice to you.

If you fail to execute said Agreement and to furnish said Bonds within ten (10) days from the date of this Notice, said OWNER will be entitled to consider all your rights arising out of the OWNER'S acceptance of your BID as abandoned and as a forfeiture of your Bid Bond. The OWNER will be entitled to such other rights as may be granted by law.

You are required to return an acknowledged copy of this Notice of Award to the OWNER.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
Owner

ACCEPTANCE OF NOTICE

By Troy Stout

Receipt of the above NOTICE OF AWARD is hereby acknowledged

Title Mayor

By \_\_\_\_\_

this the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

By \_\_\_\_\_

Title \_\_\_\_\_

# Memo



**To:** Alpine City Council  
**From:** Jed Muhlestein, P.E. *JM*  
City Engineer  
**Date:** February 21, 2020  
**Subject:** Moyle Drive Improvement Project Award Recommendation

City Council:

The low bidder for the Moyle Drive Improvement Project was **Kilgore Companies** with a Total Base Bid of **\$55,922.48**. Kilgore Companies was highly recommended as they have successfully performed several similar jobs for the all over the area. I recommend the project be awarded to Kilgore Companies for a total of 55,922.48.

Attached is a copy of the Bid Tab and Notice of Award for execution if the City Council so chooses to award this project to Kilgore Companies.

Alpine City Engineering  
20 North Main • Alpine, Utah 84004  
Phone/Fax: (801) 763-9862  
E-mail: [jed@alpinecity.org](mailto:jed@alpinecity.org)



**BID TABULATION RESULTS**

Moyle Drive Roadway Improvements  
 20 North Main Street  
 Alpine, UT 84004  
 Bid Opening: 2/20/2020  
 Time: 1:30 PM

<b>Base Bid Contractors</b>	
Kilgore Companies	\$ 55,922.48
Construction Material Testing	\$ 59,153.00
Double D Excavation	\$ 71,324.90
Geneva Rock Products	\$ 59,645.70
R Cherrington Enterprises	\$ 87,589.00
RB Construction & Ex	\$ 88,268.78
Engineer's Estimate	\$ 80,831.80
Average	\$ 70,317.31

Base Bid ITEM NO.	DESCRIPTION	QUANTITY	UNITS	ENGINEERS ESTIMATE		Bidder 1 Kilgore Companies		Bidder 2 Construction Material Testing		Bidder 3 Double D Excavation		Bidder 4 Geneva Rock Products		Bidder 5 R Cherrington Enterprises		Bidder 6 RB Construction & Ex		AVERAGE	
				UNIT PRICE	TOTAL AMOUNT	UNIT PRICE	TOTAL AMOUNT	UNIT PRICE	TOTAL AMOUNT	UNIT PRICE	TOTAL AMOUNT	UNIT PRICE	TOTAL AMOUNT	UNIT PRICE	TOTAL AMOUNT	UNIT PRICE	TOTAL AMOUNT	UNIT PRICE	TOTAL AMOUNT
1	Mobilization (not to exceed 5%)	1	LS	\$ 4,500.00	\$ 4,500.00	\$ 1,700.00	\$ 1,700.00	\$ 2,200.00	\$ 2,200.00	\$ 3,500.00	\$ 3,500.00	\$ 2,900.00	\$ 2,900.00	\$ 6,200.00	\$ 6,200.00	\$ 9,500.00	\$ 9,500.00	\$ 4,333.33	\$ 4,333.33
2	Silt Fence	814	LF	\$ 8.00	\$ 6,512.00	\$ 2.80	\$ 2,279.20	\$ 1.40	\$ 1,139.60	\$ 4.00	\$ 3,256.00	\$ 8.00	\$ 6,512.00	\$ 2.90	\$ 2,360.60	\$ 2.25	\$ 1,831.50	\$ 3.56	\$ 2,896.48
3	Pulverize and remove existing asphalt	4813	SF	\$ 1.00	\$ 4,813.00	\$ 1.00	\$ 4,813.00	\$ 0.60	\$ 2,887.80	\$ 1.70	\$ 8,182.10	\$ 0.50	\$ 2,406.50	\$ 2.20	\$ 10,588.60	\$ 1.30	\$ 6,256.90	\$ 1.22	\$ 5,855.82
4	Site Grading - Clear & Grub, Roadway Prep to subbase	1	LS	\$ 20,000.00	\$ 20,000.00	\$ 14,349.92	\$ 14,349.92	\$ 6,865.00	\$ 6,865.00	\$ 17,150.00	\$ 17,150.00	\$ 5,000.00	\$ 5,000.00	\$ 19,500.00	\$ 19,500.00	\$ 19,800.00	\$ 19,800.00	\$ 13,777.49	\$ 13,777.49
5	8" Roadbase	11650	SF	\$ 1.50	\$ 17,475.00	\$ 0.98	\$ 11,417.00	\$ 1.20	\$ 13,980.00	\$ 1.90	\$ 15,145.00	\$ 1.20	\$ 13,980.00	\$ 1.50	\$ 17,475.00	\$ 1.31	\$ 15,261.50	\$ 1.25	\$ 14,543.08
6	3" Hot Mix Asphalt (PG58-28, 1/2", 15% RAP)	11292	SF	\$ 1.65	\$ 18,631.80	\$ 1.33	\$ 15,018.36	\$ 2.00	\$ 22,584.00	\$ 1.65	\$ 18,631.80	\$ 1.60	\$ 18,067.20	\$ 1.90	\$ 21,454.80	\$ 2.14	\$ 24,164.88	\$ 1.77	\$ 19,986.84
7	Raise existing sewer manhole to grade	1	Each	\$ 2,000.00	\$ 2,000.00	\$ 2,300.00	\$ 2,300.00	\$ 1,600.00	\$ 1,600.00	\$ 800.00	\$ 800.00	\$ 1,200.00	\$ 1,200.00	\$ 2,900.00	\$ 2,900.00	\$ 2,880.00	\$ 2,880.00	\$ 1,946.67	\$ 1,946.67
8	6" Topsoil (Roadway Slopes)	1600	SF	\$ 1.50	\$ 2,400.00	\$ 1.20	\$ 1,920.00	\$ 1.75	\$ 2,800.00	\$ 1.60	\$ 2,560.00	\$ 1.80	\$ 2,880.00	\$ 1.85	\$ 2,960.00	\$ 2.09	\$ 3,344.00	\$ 1.72	\$ 2,744.00
9	Seed topsoil areas	5000	SF	\$ 0.50	\$ 2,500.00	\$ 0.32	\$ 1,600.00	\$ 0.93	\$ 4,650.00	\$ 0.30	\$ 1,500.00	\$ 1.10	\$ 5,500.00	\$ 0.60	\$ 3,000.00	\$ 0.85	\$ 4,250.00	\$ 0.68	\$ 3,416.67
10	Signage	2	Each	\$ 1,000.00	\$ 2,000.00	\$ 262.50	\$ 525.00	\$ 223.30	\$ 446.60	\$ 300.00	\$ 600.00	\$ 600.00	\$ 1,200.00	\$ 575.00	\$ 1,150.00	\$ 490.00	\$ 980.00	\$ 408.47	\$ 816.93
<b>TOTAL BASE BID</b>					<b>\$ 80,831.80</b>		<b>\$ 55,922.48</b>		<b>\$ 59,153.00</b>		<b>\$ 71,324.90*</b>		<b>\$ 59,645.70</b>		<b>\$ 87,589.00*</b>		<b>\$ 88,268.78</b>		<b>\$ 70,317.31</b>
ADDITIVE ALT.																			
A	Engineered Fill (See City Spec)	180	CY	\$ 25.00	\$ 4,500.00	\$ 66.00	\$ 11,880.00	\$ 56.00	\$ 10,080.00	\$ 32.00	\$ 5,760.00	\$ 40.00	\$ 7,200.00	\$ 80.00	\$ 14,400.00	\$ 39.00	\$ 7,020.00	\$ 52.17	\$ 9,390.00
<b>TOTAL BID</b>					<b>\$ 85,331.80</b>		<b>\$ 67,802.48</b>		<b>\$ 69,233.00</b>		<b>\$ 77,084.90</b>		<b>\$ 66,845.70</b>		<b>\$ 101,989.00</b>		<b>\$ 95,288.78</b>		<b>\$ 79,707.31</b>

\* Denotes mathematical error on bid, correct numbers are shown



I hereby certify that this is a true and correct Bid Tabulation for the Moyle Drive Roadway Improvements

**DOCUMENT 00360**

**NOTICE OF AWARD**

To: Kilgore Companies  
7057 West 2100 South  
Salt Lake City, UT 84128

PROJECT Description: **MOYLE DRIVE IMPROVEMENT PROJECT**

The OWNER has considered the BID submitted by you for the above described WORK in response to its Invitation to Bid dated January 24, 2020, and Information for Bidders.

You are hereby notified that your BID has been accepted for items in the amount of **\$55,992.48**.

You are required by the Information for Bidders to execute the Agreement and furnish the required CONTRACTOR'S Performance Bond, Payment Bond, and Certificates of Insurance within ten (10) calendar days from the date of this notice to you.

If you fail to execute said Agreement and to furnish said Bonds within ten (10) days from the date of this Notice, said OWNER will be entitled to consider all your rights arising out of the OWNER'S acceptance of your BID as abandoned and as a forfeiture of your Bid Bond. The OWNER will be entitled to such other rights as may be granted by law.

You are required to return an acknowledged copy of this Notice of Award to the OWNER.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
Owner

ACCEPTANCE OF NOTICE

By Troy Stout

Receipt of the above NOTICE OF AWARD is hereby acknowledged

Title Mayor

By \_\_\_\_\_

this the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

By \_\_\_\_\_

Title \_\_\_\_\_



2559 South 1935 West  
 Salt Lake City, UT 84119-2023  
 (801) 972-0900 (801) 972-1171 fax  
 www.delcowestern.com

**Quote #:**

7502

**Date:**

Feb 14, 2020

**Quoted to:** Alpine City  
 20 N Main  
 Alpine, UT 84004

Alpine City  
 20 N Main  
 Alpine, UT 84004

Qty	Item #	Description	Unit Price	Extension
		Installation by others		
1	1E50005	Danfoss FC202 5hp 1x230vac input Nema 1 Enclosure B1 frame	1,192.00	1,192.00
1	1E60000	WF10LP NEMA 3R ENCL w/A30P24 Back Plate (for B1 and smaller frames)	1,322.92	1,322.92
		K4VNDP50M4-43 Submersible dry pit solids handling pump, 4 inch discharge, 5 HP, 230/3/60, class N, dual seal, 1750 RPM, 200 GPM @ 35', 4 inch suction elbow,		
1		mounting stand, 1/4 inch NPT air release tap involute, 40' cords. 8 week approximate lead time.	13,625.00	13,625.00
1		Startup	500.00	500.00
	MP	Order entered by Mat Player		

Subtotal: 16,639.92

Sales Tax:

**Total: 16,639.92**

**UNLESS OTHERWISE STATED, IN WRITING, SALES TAXES ARE NOT INCLUDED**

This quotation is for listed items only. Accuracy and completeness are not guaranteed.

Prices may be subject to manufacturer price changes and can change without notice.

## ALPINE CITY COUNCIL AGENDA

**SUBJECT: Site Plan – Addition – J & L Automotive**

**FOR CONSIDERATION ON: 25 February 2020**

**PETITIONER: James Lawrence**

**ACTION REQUESTED BY PETITIONER: Approve the addition as proposed.**

### **BACKGROUND INFORMATION:**

The petitioner is seeking approval of a new addition for the automotive shop. The property is located at 80 South Main Street. The proposed addition is to be on the front or east side of the building (side closest to Main Street).

The proposed addition would require an exception to the front setback requirements for a commercial structure in the Business/Commercial Zone. Setback being requested is 12 feet 3 inches.

There is an existing storm drain pipe that runs through the area where the new addition is being proposed. If the new addition and setback is approved, it should be approved with the condition that the storm drain pipe be re-routed from underneath the building, and construction plans must be approved through the Engineering Department prior to a building permit being released.

All properties in the Business Commercial Zone are required to have at least 20 percent of the lot landscaped, and according to the plans, J & L Automotive would still meet this requirement if the proposed expansion and setback exception are approved.

The Development Code states that the Planning Commission may grant exceptions to the setback requirements for the Business/Commercial and Gateway Historic Zones.

#### ***Article 3.07.050.1***

*Front setback shall be not less than thirty (30) feet from the property line on all streets. No portion of the setback area adjacent to a street shall be used for off-street parking.*

#### ***Article 3.11.040.3.e***

*The Planning Commission may recommend exceptions to the Business Commercial Zone requirements regarding parking, building height, signage, setbacks and use if it finds that the plans proposed better implement the design guidelines to the City Council for approval.*

Planning Commission has reviewed the site plan and recommended approval of the design and setback exception:

**MOTION:** John MacKay moved to recommend approval of the J&L automotive Setback Exception with the following condition:

1. Modify the architectural design to meet the Historic Gateway requirement.
2. Storm drainpipe be re-routed, and construction plan approved through the Engineering Department prior to a building permit being released and the applicant pay for it
3. Applicant to come back to Planning Commission after City Council approval for Historic Gateway rendering approval.

Alan MacDonald seconded the motion. There were 4 Ayes and 2 Nays. Ayes: John Mackay, David Fotheringham, Alan MacDonald, and Jessica Smuin. Nays: Jane Griener and Sylvia Christiansen.

**MOTION:** Sylvia Christiansen moved to approve the proposed update version one to the J & L Automotive building elevations with the following condition.

1. A faux door be added to the east wall.

John Mackay seconded the motion. There were 5 Ayes and 0 Nays (recorded below). The motion passed.

**Ayes:**

Bryce Higbee  
John MacKay  
Alan MacDonald  
Jessica Smuin  
Sylvia Christiansen

**Nays:**

None

**Staff Recommendation:**

Approve the proposed site plan with conditions to re-route City storm drain pipe.

**Sample Motion to Approve:**

I motion that the proposed site plan be approved as proposed.

**Sample Motion to Approve with Conditions:**

I motion that the proposed site plan be approved with the following conditions:

- Storm drain pipe be re-routed and construction plan approved through the Engineering Department prior to a building permit being released and applicant pay associated costs thereof.
- \*\*\*Insert Finding\*\*\*

**Sample Motion to Deny:**

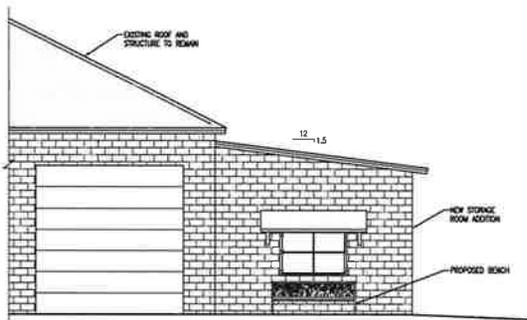
I motion that the proposed plans be denied based on the following:

- \*\*\*Insert Finding\*\*\*



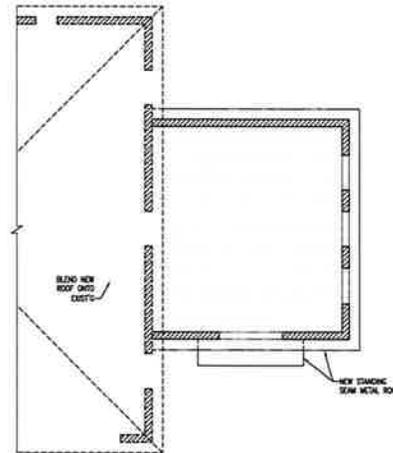
**EAST ELEVATION**  
STORAGE ROOM ADDITION

3/16" = 1'-0"



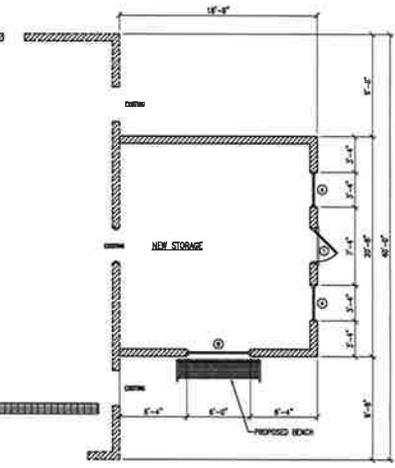
**PARTIAL SOUTH ELEVATION**  
STORAGE ROOM ADDITION

3/16" = 1'-0"



**PARTIAL ROOF PLAN**  
STORAGE ROOM ADDITION

3/16" = 1'-0"



**PARTIAL MAIN FLOOR PLAN**  
STORAGE ROOM ADDITION

3/16" = 1'-0"

WINDOW SCHEDULE				
MARK	SIZE	TYPE	MATERIALS	NOTES
Ⓐ	3'-0" x 4'-0"	SINGLE HUNG	CEL. FRAME, VINYL FINISH	TO MATCH EXISTING
Ⓑ	8'-0" x 4'-0"	SINGLE HUNG	CEL. FRAME, VINYL FINISH	TO MATCH EXISTING

DOOR SCHEDULE				
MARK	SIZE	TYPE	MATERIALS	NOTES
Ⓐ	3'-0" x 8'-0"	ENTRY	STEEL CLAD w/ SECURITY FINISH	TO MATCH EXISTING

REV.	DATE	BY	DESCRIPTION

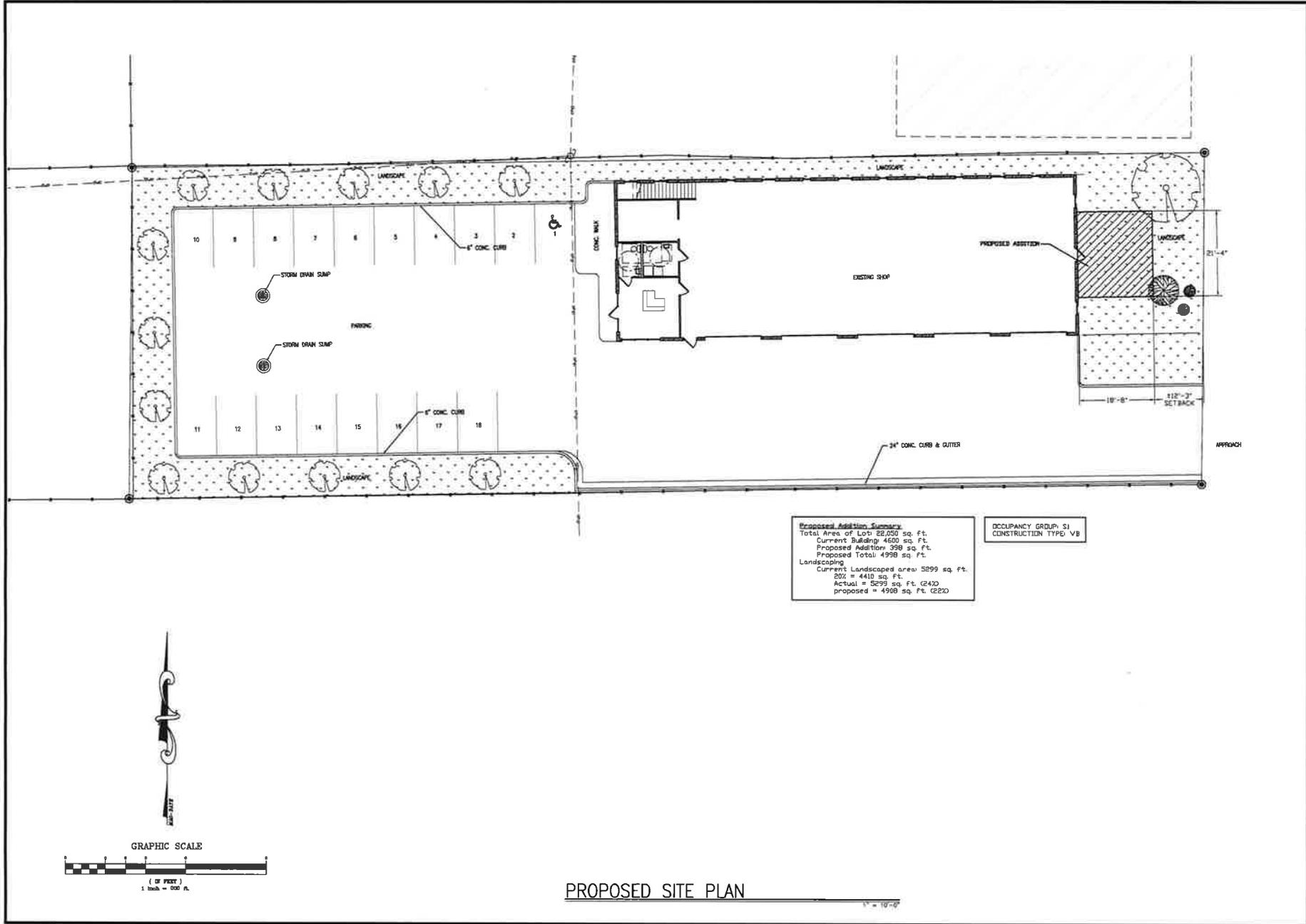
**VECTOR**  
INCORPORATED  
1801 59th St. N.  
Eden Prairie, MN 55324  
TEL: 952.227.2000 FAX: 952.227.2003  
IR011 0901.1796

**JAMES LAWRENCE**  
**LAWRENCE SHOP - PROPOSED ADDITION**  
**ADDITION PLANS & ELEVATIONS**



U0658-004-141

**A1**



DATE: 6/25/14	DRAWN BY: JPL	CHECKED BY: JPL
SCALE: AS SHOWN		

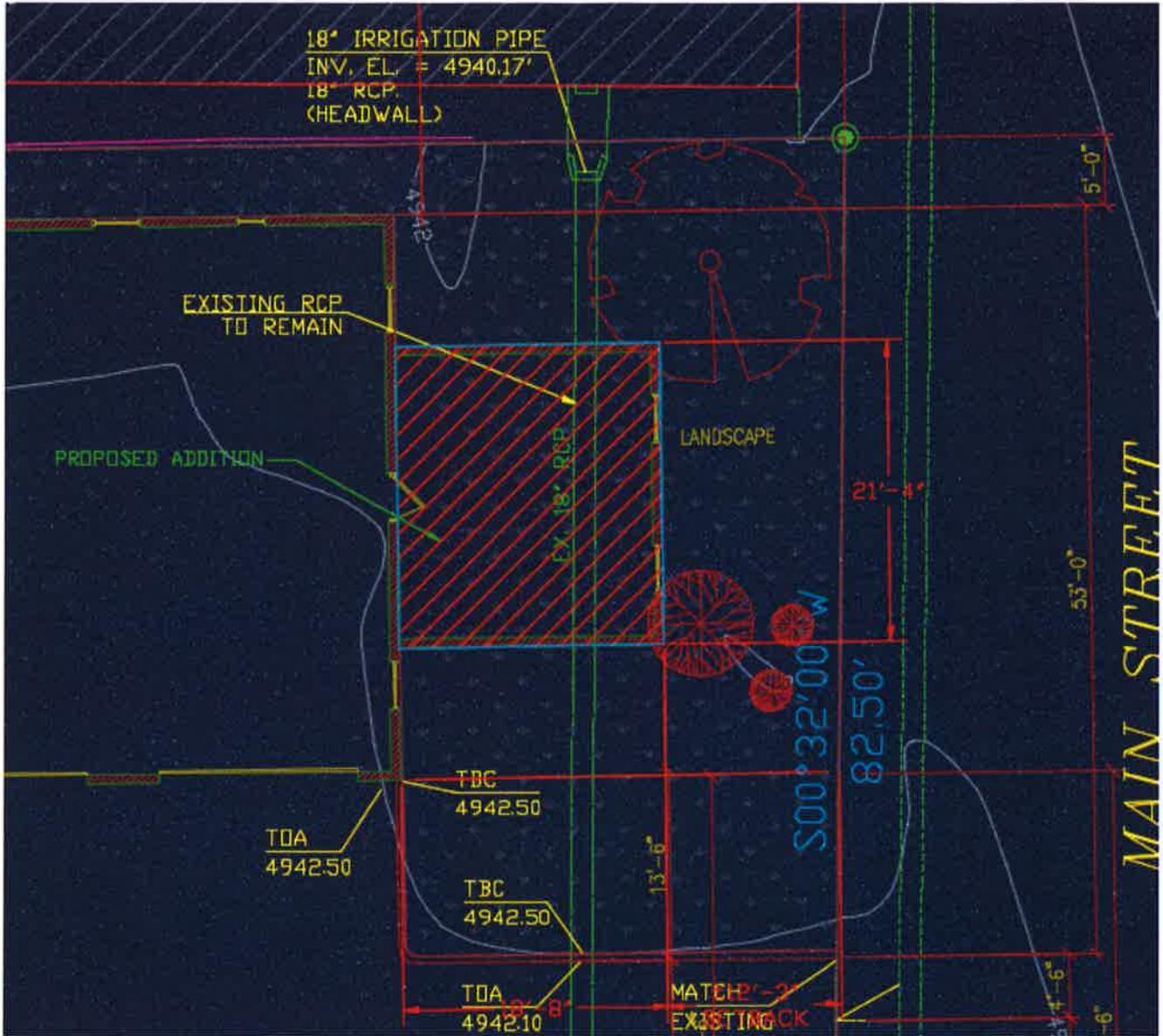
**VECTOR**  
 ENGINEERING  
 1001 W. 10th St., Suite 100  
 Lincoln, NE 68502  
 (402) 441-1776 FAX (402) 441-1777

**JAMES LAWRENCE  
 LAWRENCE SHOP - PROPOSED ADDITION  
 SITE PLAN**



U0858-004-141

**S1**



## ALPINE CITY COUNCIL AGENDA

**SUBJECT: Plat Amendment – Thelin Estates Plat B Lot Exception**

**FOR CONSIDERATION ON: 25 February 2020**

**PETITIONER: John Ogden representing Martin White**

**ACTION REQUESTED BY PETITIONER: Approve exception for lot shape and number of sides.**

### **BACKGROUND INFORMATION:**

The petitioner is seeking to adjust boundary lines and create frontage and access to a landlocked parcel of land. Properties are located at approximately 1115 East East Mountain Drive. Proposed lots range in size from 0.46 acres to 1.35 acres and located in the CR-20,000 Zone. The proposed lots would meet lot width (minimum 110 feet), lot area (20,000 square feet), and setback requirements. Approximately 1,615 square feet (front of Lot 2 & 3) would be dedicated to the City as public right of way. Two of the three proposed lots already have homes on them.

Proposed lots do not meet the City’s current definition of a lot and would require an exception to be approved. Lots are not “generally rectangular in nature” and lots have more than five sides (Lot 1 with 8 sides; Lot 2 with 4 sides; and Lot 3 with 13 sides).

The Development Code (3.01.110) states:

*Lots shall be generally rectangular in nature, and shall have no more than five sides without an exception being recommended by the Planning Commission and approved by the City Council; the front of a property, located at the front right of way, does not count against this requirement.*

The Planning Commission reviewed the proposal and made a recommendation of approval:

**MOTION:** Alan MacDonald moved to recommend that the proposed Thelin Estates Plat B Lot Exception be approved since it meets the 110 foot frontage requirement for a lot and that it be approved with the following conditions:

1. Water policy be met
2. Developer bond for required City infrastructure

John MacKay seconded the motion. There were 7 Ayes and 0 Nays (recorded below). The motion passed.

**Ayes:**

Bryce Higbee

Ethan Allen

John MacKay

Jane Griener

Alan MacDonald

Jessica Smuin

Sylvia Christiansen

**Nays:**

None

**STAFF RECOMMENDATION:**

Review plat amendment and determine if the proposed lots would still be compatible with the zone and neighborhood if an exception is granted.

**SAMPLE MOTION TO APPROVE WITH CONDITIONS:**

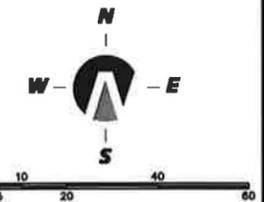
I motion that the proposed exception be approved with the following conditions:

- Water policy be met;
- Developer bond for required City infrastructure;
- \*\*\*Insert Finding\*\*\*

**SAMPLE MOTION TO DENY:**

I motion that the proposed exception be denied based on the following:

- \*\*\*Insert Finding\*\*\*

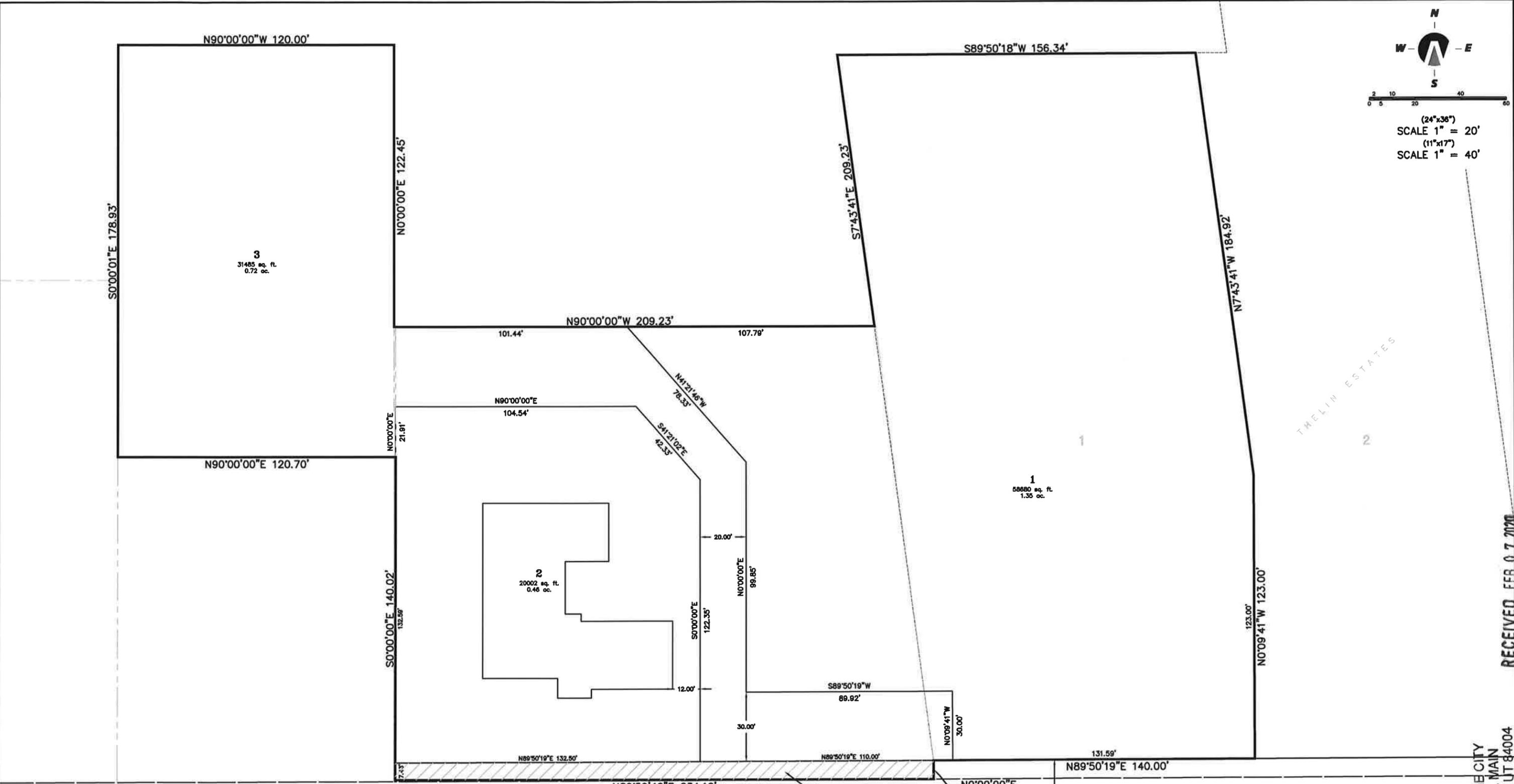


(24"x36")  
 SCALE 1" = 20'  
 (11"x17")  
 SCALE 1" = 40'

THELIN ESTATES

RECEIVED FEB 07 2020

ALPINE CITY  
 20 N. MAIN  
 ALPINE, UT 84004



EAST MOUNTAIN DRIVE  
 EAST MOUNTAIN CIRCLE  
 1130 EAST STREET

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

NO.	REVISIONS	BY	DATE	REV. COGO FILE:	DATE
5				DESIGNED BY:	DATE:
4				DRAWN BY:	DATE:
3				CHECKED BY:	DATE:
2				APPROVED:	DATE:
1				COGO FILE:	DATE:



**Northern ENGINEERING INC**  
 ENGINEERING—LAND PLANNING  
 CONSTRUCTION MANAGEMENT

1040 E. 800 N.  
 OREM, UTAH 84097  
 (801) 802-8992

**MARTIN WHITE**

CONCEPT	JOB NO. 3-20-010
ALPINE CITY, UTAH	SHEET NO. 1

N  
W — E  
S

(24"x36")  
SCALE 1" = 20'  
(11"x17")  
SCALE 1" = 40'



RECEIVED FEB 07 2020  
ALPINE CITY  
20 N. MAIN  
ALPINE UT 84004

NO.	REVISIONS	BY	DATE

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



**Northern**  
**ENGINEERING INC**  
ENGINEERING—LAND PLANNING  
CONSTRUCTION MANAGEMENT

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**MARTIN WHITE**

CONCEPT	JOB NO. 3-20-010
ALPINE CITY, UTAH	SHEET NO. 1

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

# ALPINE CITY COUNCIL AGENDA

**SUBJECT: Amendment – Ordinance 2020-05 – Parking Lot Dimensions and Size of Parking Spaces**

**FOR CONSIDERATION ON: 25 February 2020**

**PETITIONER: Staff**

**ACTION REQUESTED BY PETITIONER: Review the proposed ordinance and determine if it would be compatible with the needs of the community.**

## **BACKGROUND INFORMATION:**

Staff has been requested by Paul Anderson, who is hoping to develop land near 235 S Main, to evaluate the length of a parking stall, as regulated by ordinance under section 3.24.020 – Parking Lot Dimensions and Size of Parking Spaces. Current ordinance requires parking stall length to be nineteen (19) feet as measured from the curb face.

Planning Commission held a public hearing and reviewed the proposed ordinance and made the following recommendation:

***MOTION:** Bryce Higbee moved to recommend that Ordinance 2020-05 be approved as proposed. Sylvia Christiansen seconded the motion. There were 7 Ayes and 0 Nays (recorded below). The motion passed.*

**Ayes:**

*Bryce Higbee  
Ethan Allen  
John MacKay  
Jane Griener  
Alan MacDonald  
Jessica Smuin  
Sylvia Christiansen*

**Nays:**

*None*

### **STAFF RECOMMENDATION:**

Based on AASHTO's given range of standards to choose from, the regulations of surrounding cities, and the lengths of common vehicles found within the community of Alpine; Staff would be in favor of decreasing the standard parking stall length from nineteen (19) feet to eighteen (18) feet.

### **SAMPLE MOTION TO APPROVE:**

I motion that Ordinance 2020-05 be approved as proposed.

### **SAMPLE MOTION TO APPROVE WITH CONDITIONS:**

I motion that Ordinance 2020-05 be approved with the following conditions/changes:

- \*\*\*Insert Finding\*\*\*

### **SAMPLE MOTION TO DENY:**

I motion that Ordinance 2020-05 be denied based on the following:

- \*\*\*Insert Finding\*\*\*



**ALPINE CITY  
STAFF REPORT**  
December 17, 2019

**To:** Alpine City Planning Commission & City Council

**From:** Staff

**Prepared By:** Jed Muhlestein, City Engineer *JM*  
Engineering & Public Works Department

**Re:** Development Code 3.24.020 – Parking Lot Dimensions and Size of Parking Spaces

Staff has been requested by Paul Anderson, who is hoping to develop land near 235 S Main, to evaluate the length of a parking stall, as regulated by ordinance under section 3.24.020 – Parking Lot Dimensions and Size of Parking Spaces. Current ordinance requires parking stall length to be nineteen (19) feet as measured from the curb face. Staff has researched this and found the following:

**AASHTO Standards**

AASHTO (American Association of State Highway Officials) is a national highway standard by which most cities and state DOT's (department of transportation) look to for guidance on roadway design and policies. AASHTO specifies "Design Vehicle" dimensions for many types of cars in different design situations. For a common parking stall, the design vehicle has dimensions of seven (7) feet wide by nineteen (19) feet long, with an overhang from the front tire to the front bumper of three (3) feet. See attached exhibit A. Overhang is the part of the vehicle that sometimes extends over the designated parking area (ie – the driver parks with the front tire against the curb and the front bumper "overhangs" into the curb/sidewalk).

AASHTO recommends nine (9) feet wide by twenty (20) feet long for standard passenger vehicles but also mentions that nine (9) feet wide by fifteen (15) feet long could be used for compact passenger vehicles. AASHTO acknowledges that parking stall lengths vary from place to place due to culture, use, available vehicles to buy, etc. Agencies should evaluate their specific circumstances and use judgement as to what is best for their individual circumstances.

AASHTO's standard gives a range of fifteen (15) to twenty (20) feet to choose from.

**What are surrounding cities doing?**

Provo City – 8.5'x18' for large cars, 7.5'x15' for small cars

UDOT – 9'x18' (Length measured from edge of asphalt. This is actually 19.5' measured to face of curb, which is the common location to measure from.)

Salt Lake City – 9'x17.5'

**What vehicles are common to the area and would they fit an eighteen foot parking stall?**

<u>VEHICLE</u>	<u>LENGTH</u>	<u>OVERHANG</u>	<u>SUBTRACT OVERHANG</u>	<u>WOULD IT FIT AN 18' STALL?</u>
2020 Chevy Suburban	18.67'	2'	16.67'	Yes
2020 Ford F350, four door, long bed	22.17'	2'	20.17'	No
2020 Chevy Impala (standard sized sedan)	16.77'	2'	14.77'	Yes
2020 Toyota Sienna Minivan	16.72'	2'	14.72'	Yes

**STAFF'S RECOMMENDATION**

UDOT's standard is on the larger side of the AASHTO recommendations, most likely to account for the uncertainty of larger vehicles traveling through the state. Provo's standard accounts for more than one scenario which makes sense where there are parts of Provo where a restriction of more compact vehicles would apply (ie – Center Street). Salt Lake City has the smallest “across the board” standard of the cities researched.

Based on AASHTO's given range of standards to choose from, the regulations of surrounding cities, and the lengths of common vehicles found within the community of Alpine; Staff would be in favor of decreasing the standard parking stall length from nineteen (19) feet to eighteen (18) feet. Exhibit B shows the updated Development Code Exhibit with eighteen (18) foot stall lengths. Exhibit C shows the current Development Code Exhibit with nineteen (19) foot stall lengths.

**MODEL MOTION**

**SAMPLE MOTION TO APPROVE**

I motion to recommend approval of the proposed ordinance 2020-05 as presented.

**SAMPLE MOTION TO DENY**

I motion to recommend denial of the proposed ordinance 2020-05 as presented.

EXHIBIT A – AASHTO RECOMMENDED PARKING STALL DIMENSIONS

with only one occupant and should be located far enough out that land costs are not prohibitive. In addition, bicycle and pedestrian access to park-and-ride facilities should be considered.

Other considerations that affect parking lot location are impacts on surrounding land uses, available capacity of the highway system between the roadway and proposed sites, terrain, and the costs to acquire the land.

## Design

The size of the park-and-ride parking lot is dependent upon the design volume, the available land area, and the size and number of other parking lots in the area. Twenty to sixty spaces represent a reasonable range.

Each parking area should provide a drop-off facility close to the station entrance, plus a holding or short-term parking area for passenger pickup. This area should be clearly separated from the park-and-ride areas.

Consideration should be given to the location for bus loading and unloading, taxi service, bicycle parking, and special parking for persons with disabilities. Conflicts between pedestrians and vehicles should be minimized. Parking aisles should be located perpendicular to the bus roadway so that pedestrians do not need to cross the driveways between parking aisles. All bus roadways should have a minimum width of 6.0 m [20 ft] to permit the passing of standing buses. Facilities should be designed for self-parking. Parking spaces should be 2.7 m by 6.0 m [9 ft by 20 ft] for full-sized cars. Where a special section is provided for subcompact cars, 2.4 m by 4.5 m [8 ft by 15 ft] spaces are sufficient. Parking requirements for persons with disabilities should be in accordance with the ADAAG (24).

Sidewalks should be a minimum of 1.5 m [5 ft] wide and loading areas should be 3.6 m [12 ft] wide. Principal loading areas should be provided with sidewalk curb ramps. Preferably, pedestrians should not have to walk more than 120 m [400 ft], although slightly longer distances may be permitted under some circumstances. Pedestrian paths from parking spaces to loading areas should be as direct as practical. Facilities for locking bicycles should be provided where needed.

Grades of parking areas should be set so that drainage can be effective. Recommended grades along vehicle paths within the parking area are 1 percent minimum and 2 percent desirable with a maximum of 5 percent. Grades of over 8 percent parallel to the length of the parked vehicles should be avoided. Climatic conditions should be considered in establishing the maximum acceptable grade. Curvature, radius of planned vehicular paths within the parking area, and access roads should be sufficiently large to accommodate the vehicles that they are intended to serve.

Access to the lots should be at points where they will disrupt through traffic as little as practical. Access points should be at least 90 m [300 ft] from other intersections, and there should be sufficient sight distance for vehicles to exit and enter the lot. This means that exits and

EXHIBIT B – UPDATED 3.24.020(6) EXHIBIT, Parking Lot Dimensions and Size of Parking Spaces

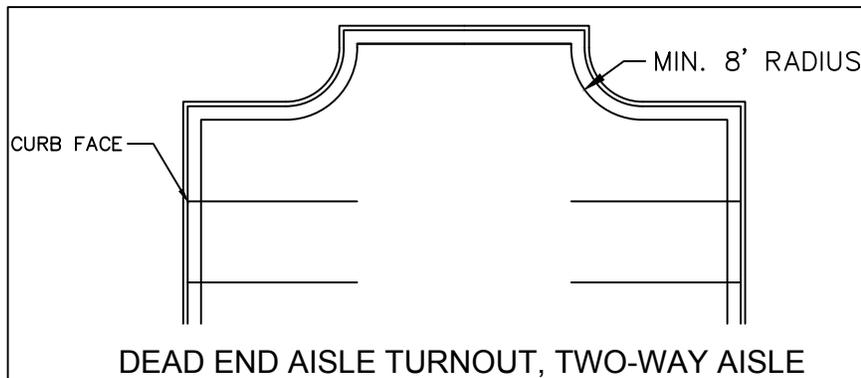
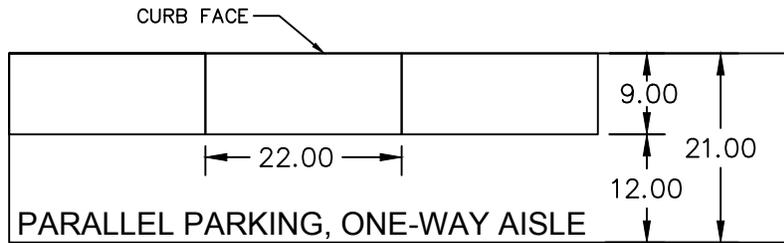
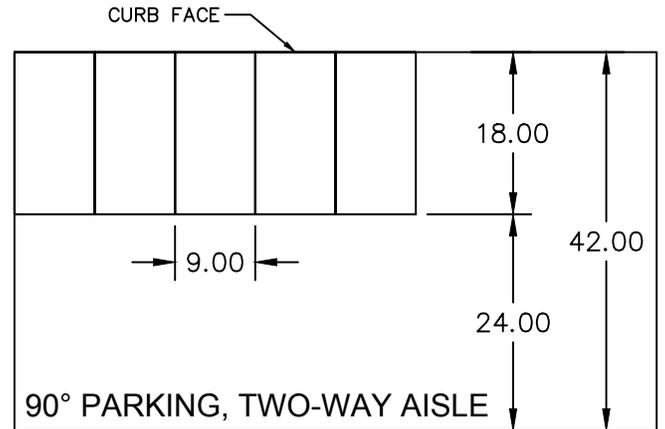
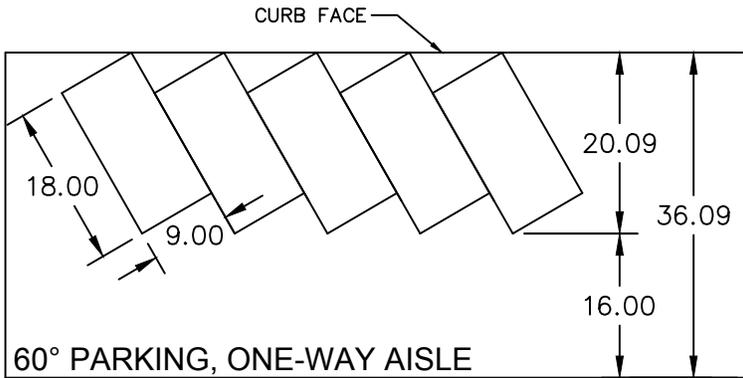
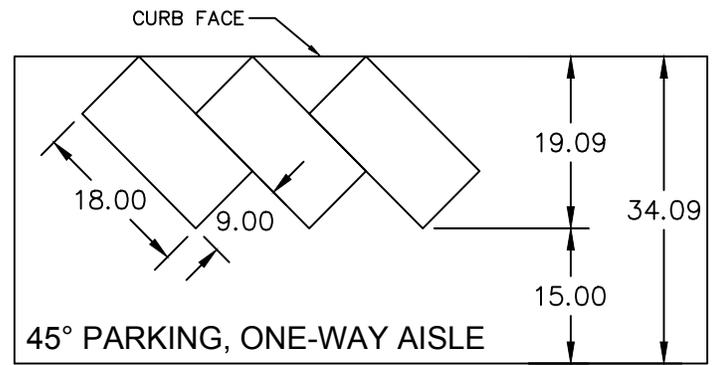
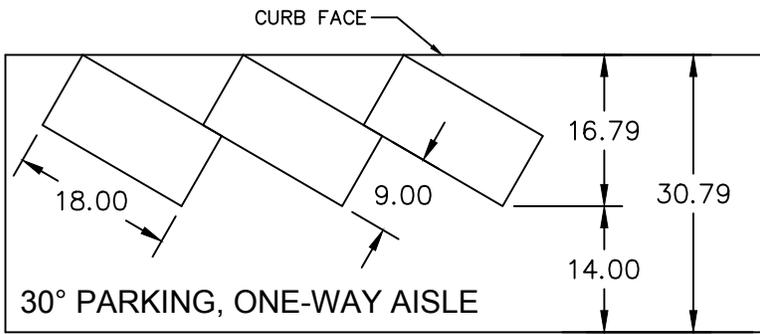
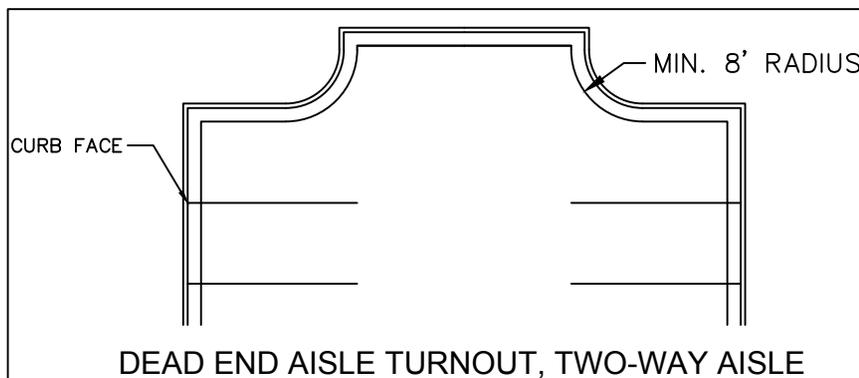
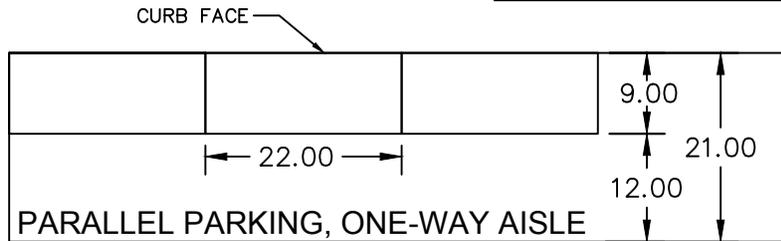
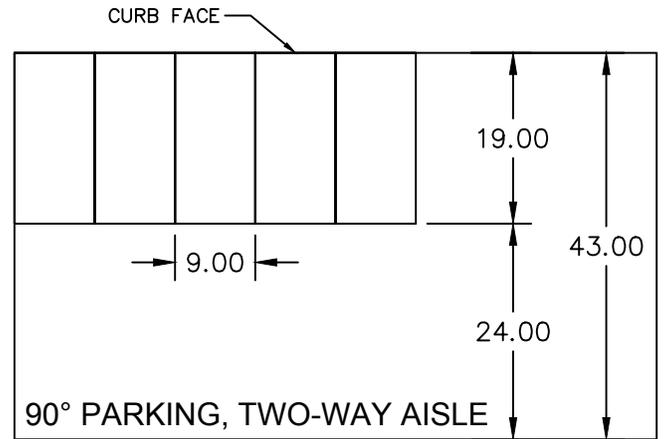
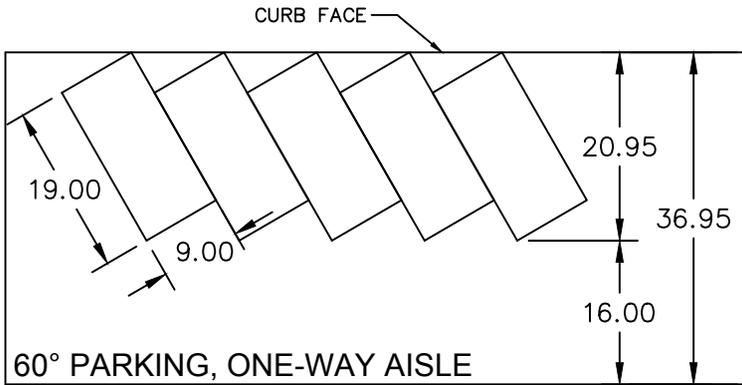
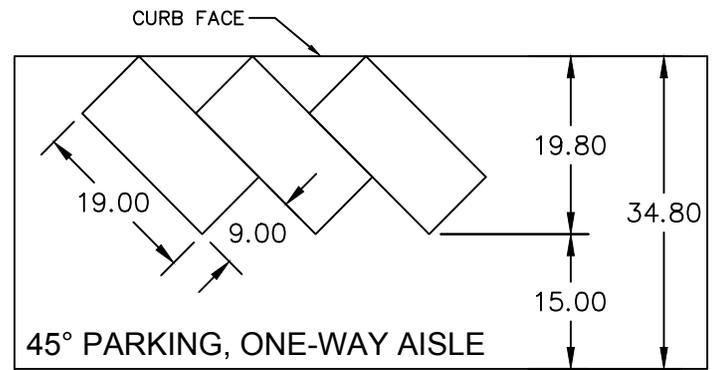
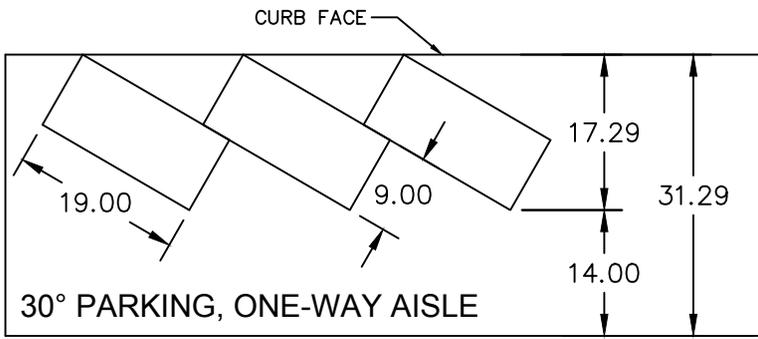


EXHIBIT C – CURRENT 3.24.020(6) EXHIBIT, Parking Lot Dimensions and Size of Parking Spaces



**ALPINE CITY  
ORDINANCE 2020-05**

**AN ORDINANCE ADOPTING AMENDMENTS TO ARTICLE 3.24.020 OF THE ALPINE CITY DEVELOPMENT CODE PERTAINING TO PARKING LOT DIMENSIONS IN THE OFF-STREET PARKING ORDINANCE.**

**WHEREAS**, The Alpine City Council has deemed it in the best interest of Alpine City to update parking lot dimension requirements; and

**WHEREAS**, the Alpine City Planning Commission has reviewed the proposed Amendments to the Development Code, held a public hearing, and has forwarded a recommendation to the City Council; and

**WHEREAS**, the Alpine City Council has reviewed the proposed Amendments to the Development Code:

**NOW THEREFORE**, be it ordained by the Council of Alpine City, in the State of Utah, as follows: The amendments to Article 3.24.020 contained in the attached document will supersede Article 3.24.020 as previously adopted. This ordinance shall take effect upon posting.

**SECTION 1:**        **AMENDMENT** “3.24.020 Parking Lot Characteristics” of the Alpine City Development Code is hereby *amended* as follows:

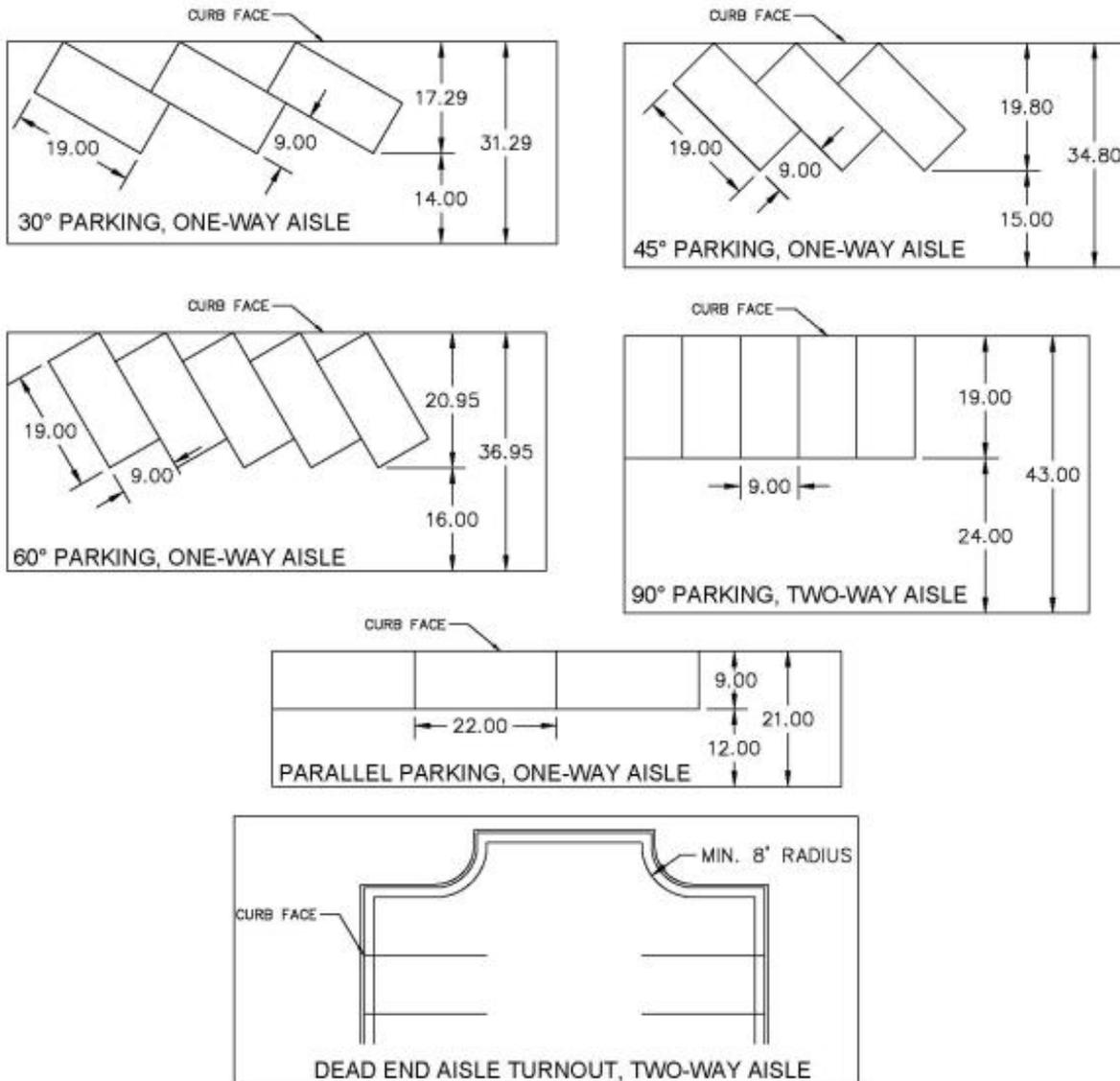
B E F O R E   A M E N D M E N T

3.24.020 Parking Lot Characteristics

Each parcel of land developed for off-street parking in response to the requirements of this chapter shall provide the following characteristics:

1. **Paving.** Each lot shall be paved with an all weather surface material (asphalt or concrete), and be maintained in good condition and kept in an unobstructed and usable condition at all times. Responsibility for maintenance of the lot shall rest with the property owner. The lot shall provide adequate access to a street or alley.
2. **Wheel Stops.** Off-street parking shall be designed with wheel stops or curbing. Wheel stops shall be located in a manner so as to prevent any portion of the parked vehicle from extending over a property line or sidewalk. Manufactured wheel stops are preferred. All curbing shall be maintained in a functional and safe condition.
3. **Striping.** All off-street parking shall be striped to clearly show required parking spaces. Striping shall be maintained in functional condition. Striping shall be at least three (3) inches wide and shall consist of white or yellow paint designed for this purpose.

4. **Grading.** Parking lots shall be graded for proper drainage with surface water diverted in such a way as to keep the parking area free of accumulated water or ice.
5. **Parking Lot Lighting.** A lighting plan provided by the applicant shall be reviewed and approved by the City Engineer. Lots shall be illuminated with standards arranged so as to reflect light away from any adjoining residential buildings. Parking lot lights shall be fully shielded to direct light downward in order to decrease light pollution.
6. **Parking Lot Dimensions and Size of Parking Spaces.** See diagram below or [link](#).



1. **Accessible Parking Spaces.** All accessible parking spaces shall meet the requirements of the ADA Standards for Accessible Design (28 CFR Part 36).
2. **Oil separators.** Oil separators and other pollution control devices may be required to minimize storm water pollution, as recommended by the City Engineer.

3. **Screening.** The sides and rear of any off-street parking area that adjoins a residence or residential zone shall be required to be screened by a masonry wall or solid visual barrier fence.
4. **Landscaping.** All off-street parking areas shall be landscaped and permanently maintained as required by DCA 3.07.080 Part 7.
5. **Off-Street Loading.** Every building or use receiving or distributing materials or merchandise by truck shall provide and maintain on the same lot as the building or use adequate off-street loading space(s).

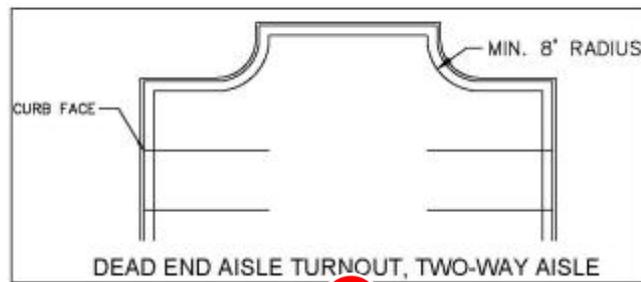
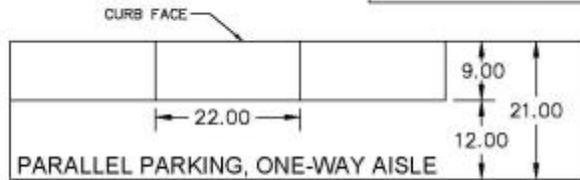
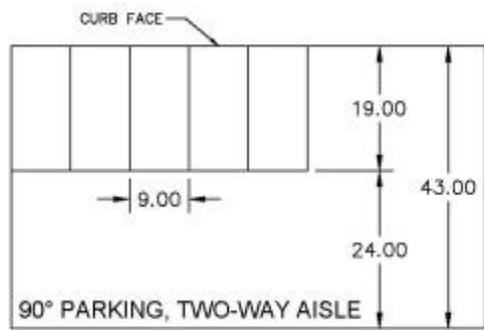
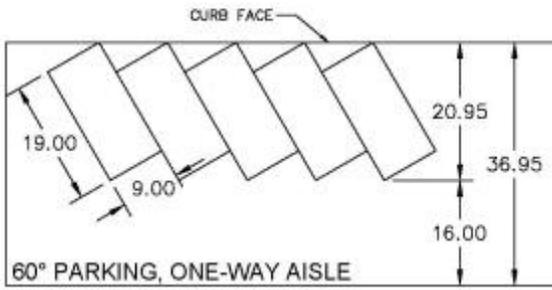
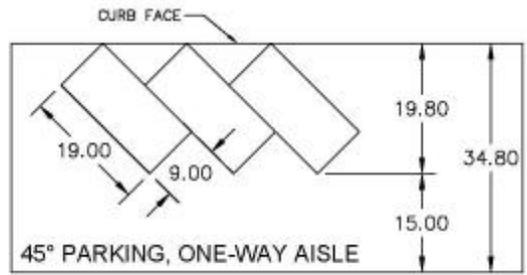
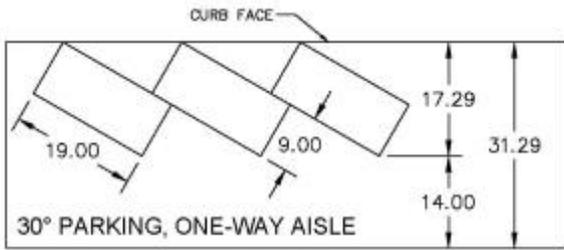
(Amended Ord. No. 2006-14, 9/12/2006; Ord. No. 2008-06, 5/27/08; Ord. No. 2008-13, 8/26/08; Ord. No. 2014-05, 3/25/14)

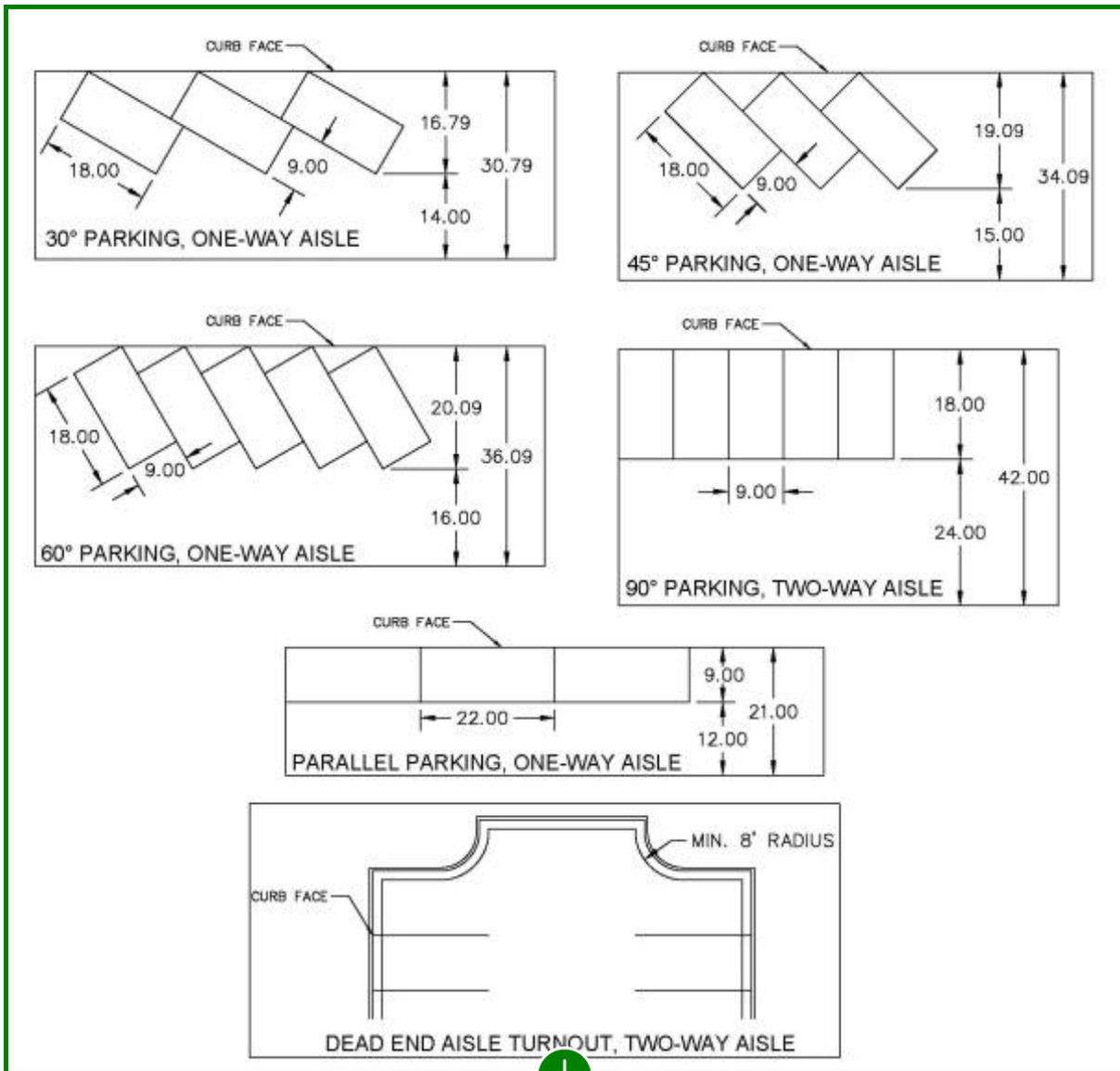
#### AFTER AMENDMENT

##### 3.24.020 Parking Lot Characteristics

Each parcel of land developed for off-street parking in response to the requirements of this chapter shall provide the following characteristics:

1. **Paving.** Each lot shall be paved with an all weather surface material (asphalt or concrete), and be maintained in good condition and kept in an unobstructed and usable condition at all times. Responsibility for maintenance of the lot shall rest with the property owner. The lot shall provide adequate access to a street or alley.
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5. **Parking Lot Lighting.** A lighting plan provided by the applicant shall be reviewed and approved by the City Engineer. Lots shall be illuminated with standards arranged so as to reflect light away from any adjoining residential buildings. Parking lot lights shall be fully shielded to direct light downward in order to decrease light pollution.
6. **Parking Lot Dimensions and Size of Parking Spaces.** See diagram below or [link](#).





1. **Accessible Parking Spaces.** All accessible parking spaces shall meet the requirements of the ADA Standards for Accessible Design (28 CFR Part 36).
2. **Oil separators.** Oil separators and other pollution control devices may be required to minimize storm water pollution, as recommended by the City Engineer.
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4. **Landscaping.** All off-street parking areas shall be landscaped and permanently maintained as required by DCA 3.07.080 Part 7.

**5. Off-Street Loading.** Every building or use receiving or distributing materials or merchandise by truck shall provide and maintain on the same lot as the building or use adequate off-street loading space(s).

(Amended Ord. No. 2006-14, 9/12/2006; Ord. No. 2008-06, 5/27/08; Ord. No. 2008-13, 8/26/08; Ord. No. 2014-05, 3/25/14)

PASSED AND ADOPTED BY THE ALPINE CITY COUNCIL

\_\_\_\_\_.

	<b>AYE</b>	<b>NAY</b>	<b>ABSENT</b>	<b>ABSTAIN</b>
Lon Lott	_____	_____	_____	_____
Judi Pickell	_____	_____	_____	_____
Carla Merrill	_____	_____	_____	_____
Gregory Gordon	_____	_____	_____	_____
Jason Thelin	_____	_____	_____	_____

Presiding Officer

Attest

\_\_\_\_\_  
Troy Stout, Mayor, Alpine City

\_\_\_\_\_  
Charmayne G. Warnock, City  
Recorder Alpine City

**ALPINE CITY  
ORDINANCE 2020-05**

**AN ORDINANCE ADOPTING AMENDMENTS TO ARTICLE 3.24.020 OF THE ALPINE CITY DEVELOPMENT CODE PERTAINING TO PARKING LOT DIMENSIONS IN THE OFF-STREET PARKING ORDINANCE.**

**WHEREAS**, The Alpine City Council has deemed it in the best interest of Alpine City to update parking lot dimension requirements; and

**WHEREAS**, the Alpine City Planning Commission has reviewed the proposed Amendments to the Development Code, held a public hearing, and has forwarded a recommendation to the City Council; and

**WHEREAS**, the Alpine City Council has reviewed the proposed Amendments to the Development Code:

**NOW THEREFORE**, be it ordained by the Council of Alpine City, in the State of Utah, as follows: The amendments to Article 3.24.020 contained in the attached document will supersede Article 3.24.020 as previously adopted. This ordinance shall take effect upon posting.

**SECTION 1:**        **AMENDMENT** “3.24.020 Parking Lot Characteristics” of the Alpine City Development Code is hereby *amended* as follows:

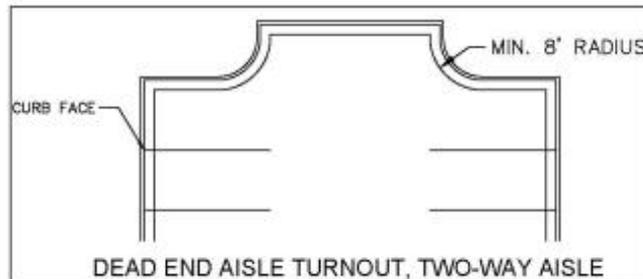
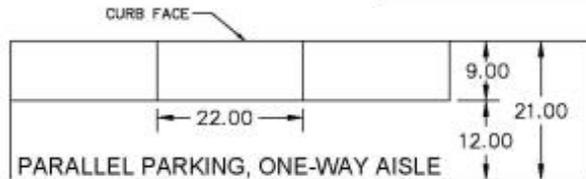
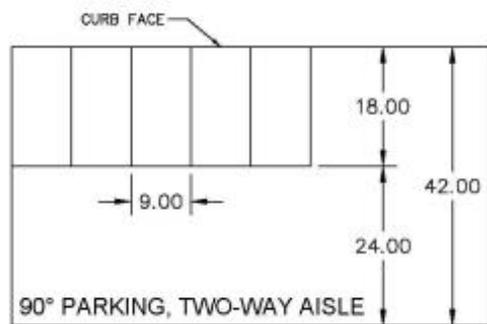
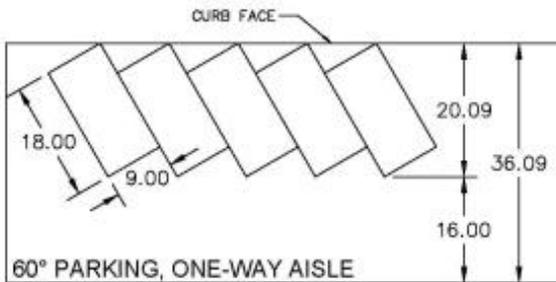
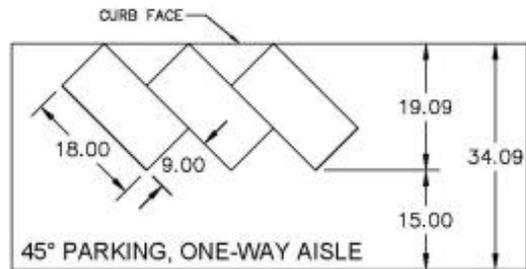
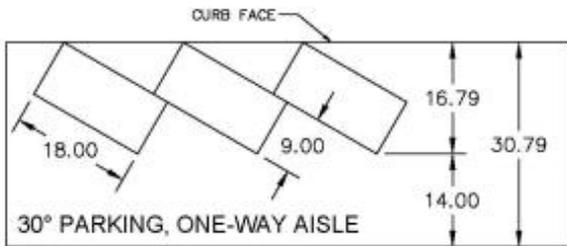
A M E N D M E N T

3.24.020 Parking Lot Characteristics

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3. **Striping.** All off-street parking shall be striped to clearly show required parking spaces. Striping shall be maintained in functional condition. Striping shall be at least three (3) inches wide and shall consist of white or yellow paint designed for this purpose.

4. **Grading.** Parking lots shall be graded for proper drainage with surface water diverted in such a way as to keep the parking area free of accumulated water or ice.
5. **Parking Lot Lighting.** A lighting plan provided by the applicant shall be reviewed and approved by the City Engineer. Lots shall be illuminated with standards arranged so as to reflect light away from any adjoining residential buildings. Parking lot lights shall be fully shielded to direct light downward in order to decrease light pollution.
6. **Parking Lot Dimensions and Size of Parking Spaces.** See diagram below or [link](#).



1. **Accessible Parking Spaces.** All accessible parking spaces shall meet the requirements of the ADA Standards for Accessible Design (28 CFR Part 36).
2. **Oil separators.** Oil separators and other pollution control devices may be required to minimize storm water pollution, as recommended by the City Engineer.
3. **Screening.** The sides and rear of any off-street parking area that adjoins a residence or residential zone shall be required to be screened by a masonry wall or solid visual barrier fence.
4. **Landscaping.** All off-street parking areas shall be landscaped and permanently maintained as required by DCA 3.07.080 Part 7.
5. **Off-Street Loading.** Every building or use receiving or distributing materials or merchandise by truck shall provide and maintain on the same lot as the building or use adequate off-street loading space(s).

(Amended Ord. No. 2006-14, 9/12/2006; Ord. No. 2008-06, 5/27/08; Ord. No. 2008-13, 8/26/08; Ord. No. 2014-05, 3/25/14)

PASSED AND ADOPTED BY THE ALPINE CITY COUNCIL

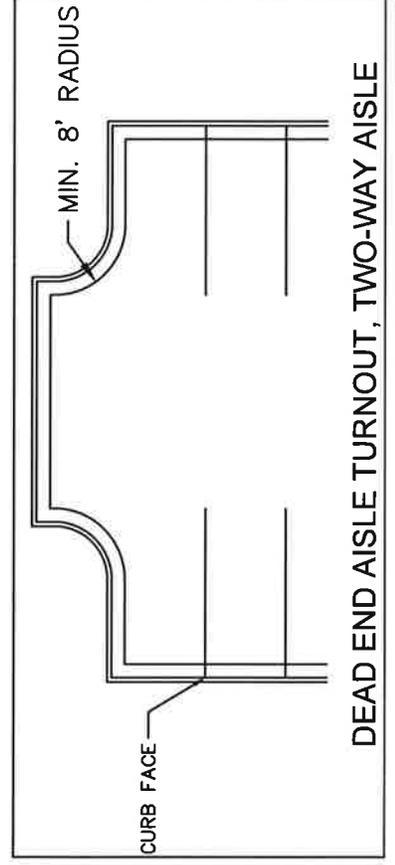
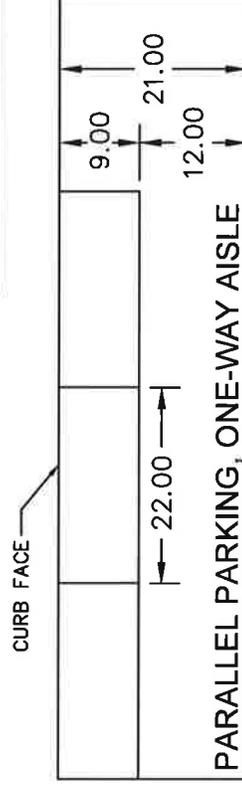
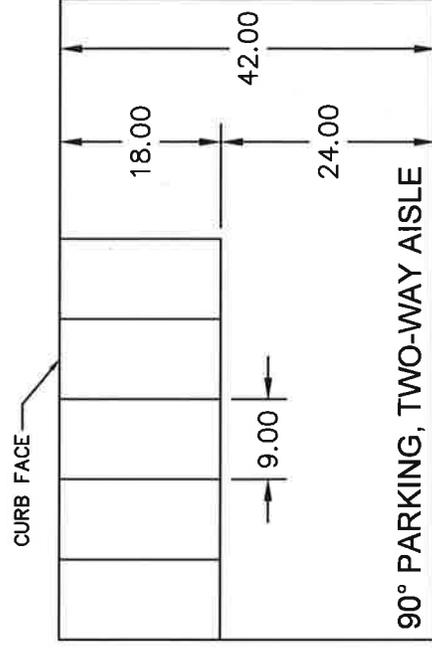
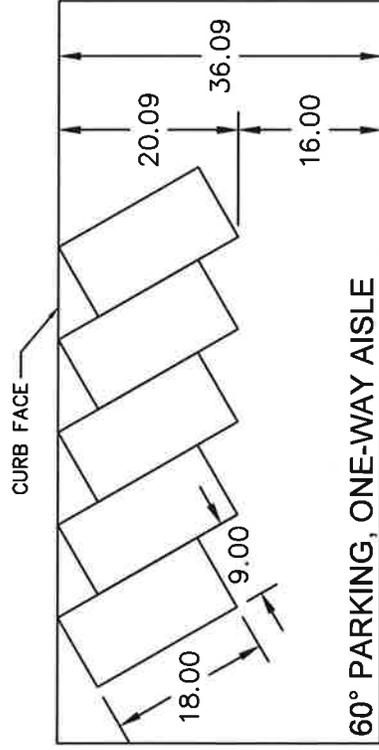
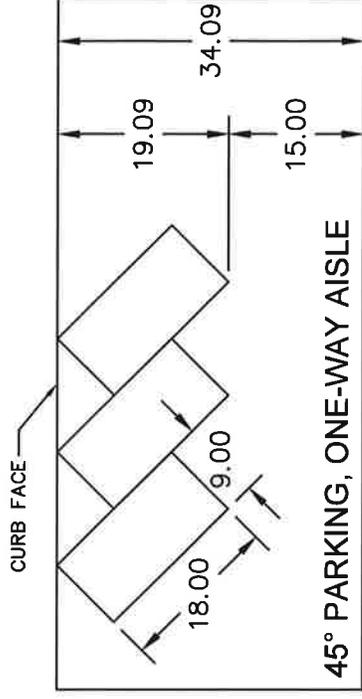
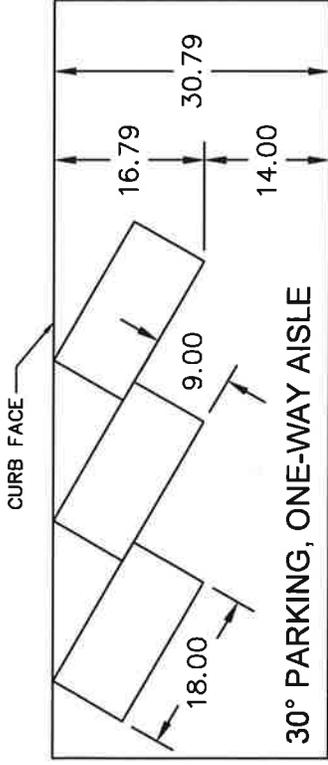
	<b>AYE</b>	<b>NAY</b>	<b>ABSENT</b>	<b>ABSTAIN</b>
Lon Lott	_____	_____	_____	_____
Judi Pickell	_____	_____	_____	_____
Carla Merrill	_____	_____	_____	_____
Gregory Gordon	_____	_____	_____	_____
Jason Thelin	_____	_____	_____	_____

Presiding Officer

Attest

\_\_\_\_\_  
Troy Stout, Mayor, Alpine City

\_\_\_\_\_  
Charmayne G. Warnock, City  
Recorder Alpine City



# ALPINE CITY COUNCIL AGENDA

**SUBJECT:** Amendment – Ordinance 2020-06 – Sign Ordinance

**FOR CONSIDERATION ON:** 25 February 2020

**PETITIONER:** Staff

**ACTION REQUESTED BY PETITIONER:** Approve the ordinance as proposed.

## BACKGROUND INFORMATION:

In January 2020, Altabank installed a new monument sign on the corner of Main Street and 100 South. The City has received numerous complaints regarding the location, size and orientation of the sign. Based on community feedback staff have drafted proposed revisions to the ordinance to avoid this issue in the future.

The Planning Commission reviewed the draft ordinance and modified the proposed changes and made a recommendation of approval with the following motion:

***MOTION:** Bryce Higbee moved to recommend that Ordinance 2020-06 be approved as proposed with changing the 3 foot setback to 5 foot setback behind the sidewalk and 12 foot setback if there is no sidewalk. Leave the sight triangle at 35 feet.*

*Ethan Allen seconded the motion. There were 7 Ayes and 0 Nays (recorded below). The motion passed.*

**Ayes:**

*Bryce Higbee  
Ethan Allen  
John MacKay  
Jane Griener  
Alan MacDonald  
Jessica Smuin  
Sylvia Christiansen*

**Nays:**

*None*

**STAFF RECOMMENDATION:**

Approve the ordinance as proposed.

**SAMPLE MOTION TO APPROVE:**

I motion that Ordinance 2020-06 be approved as proposed.

**SAMPLE MOTION TO APPROVE WITH CONDITIONS:**

I motion that Ordinance 2020-06 be approved with the following conditions/changes:

- \*\*\*Insert Finding\*\*\*

**SAMPLE MOTION TO TABLE:**

I motion that Ordinance 2020-06 be tabled based on the following:

- \*\*\*Insert Finding\*\*\*

**ALPINE CITY  
ORDINANCE 2020-06**

**AN ORDINANCE ADOPTING AMENDMENTS TO ARTICLE 3.25.020 OF THE  
ALPINE CITY DEVELOPMENT CODE PERTAINING TO FREE STANDING OR  
MONUMENT SIGNS.**

**WHEREAS**, The Alpine City Council has deemed it in the best interest of Alpine City to revise setback and sight triangle requirements for free standing or monument signs; and

**WHEREAS**, the Alpine City Planning Commission has reviewed the proposed Amendments to the Development Code, held a public hearing, and has forwarded a recommendation to the City Council; and

**WHEREAS**, the Alpine City Council has reviewed the proposed Amendments to the Development Code:

**NOW THEREFORE**, be it ordained by the Council of Alpine City, in the State of Utah, as follows: The amendments to Article 3.25.020 contained in the attached document will supersede Article 3.25.020 as previously adopted. This ordinance shall take effect upon posting.

**SECTION 1:**            **AMENDMENT** “3.25.020 General Standards” of the Alpine City Development Code is hereby *amended* as follows:

**B E F O R E   A M E N D M E N T**

3.25.020 General Standards

1. Except as provided herein, it shall be unlawful to erect, construct, reconstruct, alter, or change the use of any structure, wall marquees, or any other parts jointed together to form a sign without first obtaining a sign permit from Alpine City.
2. Except as provided herein, all applicants for signs within Alpine City must receive a permit from the City prior to construction, placement, or replacement of any sign.
3. For permanent signs, the signs shall be colorfast and resistant to corrosion and rotting.
4. **General Location.** All permanent signs shall be set back at least three (3) feet behind the sidewalk or twelve (12) feet behind the curb if there is not a sidewalk. All temporary signs shall be set back at least three (3) feet behind the sidewalk or three (3) feet behind the curb if there is not a sidewalk. No sign shall be placed closer than fourteen (14) feet to a driveway.

No sign, permanent or temporary, in excess of three (3) feet in height shall be placed within the sight triangle on any corner lot. No part of any sign shall interfere with the use of any fire escape, exit, required stairway, door ventilator, or window.

5. **Maintenance.** All signs shall be maintained in a safe, presentable and good condition including the replacement of defective parts, cleaning, painting, oiling, changing of light bulbs, or other acts required for the maintenance of said sign. Maintenance shall also include the restoration or repair of any exterior wall penetrations, discolorations, or other damages caused by the installation, removal, or placement of signs on a building.

6. **Inspections.** Alpine City may make an initial inspection or re-inspection of any sign for which a permit has been issued and/or for which an inspection has been deemed necessary. Such inspections shall be performed to determine that all signs, constructions, and all reconstructions or modifications of existing signs are built or constructed in conformance with this ordinance and as represented at application for a permit.

All permanent signs containing electrical components, footings or foundations, or as otherwise required by the City, shall receive final inspections to certify that the placement and construction of such sign is in conformance with representations made in permit applications and that work is completed and meets all applicable building and safety codes and conditions of approval.

7. Regulatory signs, as outlined by local, state and/or federal law, are exempt from the provisions of the Alpine City Sign Ordinance.

(Amended by Ord. No. 2005-02, 2/3/05 & Ord. No. 2005-19, 10/25/05; Ord. No. 2007-02, 4/24/07; Ord. No. 2008-04, 5/13/08; Ord. No. 2011-01, 01/11/11)

#### AFTER AMENDMENT

##### 3.25.020 General Standards

1. Except as provided herein, it shall be unlawful to erect, construct, reconstruct, alter, or change the use of any structure, wall marquees, or any other parts jointed together to form a sign without first obtaining a sign permit from Alpine City.
2. Except as provided herein, all applicants for signs within Alpine City must receive a permit from the City prior to construction, placement, or replacement of any sign.
3. For permanent signs, the signs shall be colorfast and resistant to corrosion and rotting.
4. **General Location.** All permanent signs shall be set back at least ~~three~~five (35) feet behind the sidewalk or twelve (12) feet behind the curb if there is not a sidewalk. All temporary signs shall be set back at least ~~three~~five (35) feet behind the sidewalk or ~~three~~five (35) feet behind the curb if there is not a sidewalk. No sign shall be placed closer than fourteen (14) feet to a driveway.

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(Amended by Ord. No. 2005-02, 2/3/05 & Ord. No. 2005-19, 10/25/05; Ord. No. 2007-02, 4/24/07; Ord. No. 2008-04, 5/13/08; Ord. No. 2011-01, 01/11/11)

**PASSED AND ADOPTED BY THE ALPINE CITY COUNCIL**

\_\_\_\_\_.

	<b>AYE</b>	<b>NAY</b>	<b>ABSENT</b>	<b>ABSTAIN</b>
Lon Lott	_____	_____	_____	_____
Judi Pickell	_____	_____	_____	_____
Carla Merrill	_____	_____	_____	_____
Gregory Gordon	_____	_____	_____	_____
Jason Thelin	_____	_____	_____	_____

Presiding Officer

Attest

\_\_\_\_\_  
Troy Stout, Mayor, Alpine City

\_\_\_\_\_  
Charmayne G. Warnock, City  
Recorder Alpine City

**Main Street**



**Main Street**



**ALPINE CITY  
ORDINANCE 2020-06**

**AN ORDINANCE ADOPTING AMENDMENTS TO ARTICLE 3.25.020 OF THE  
ALPINE CITY DEVELOPMENT CODE PERTAINING TO FREE STANDING OR  
MONUMENT SIGNS.**

**WHEREAS**, The Alpine City Council has deemed it in the best interest of Alpine City to revise setback and sight triangle requirements for free standing or monument signs; and

**WHEREAS**, the Alpine City Planning Commission has reviewed the proposed Amendments to the Development Code, held a public hearing, and has forwarded a recommendation to the City Council; and

**WHEREAS**, the Alpine City Council has reviewed the proposed Amendments to the Development Code:

**NOW THEREFORE**, be it ordained by the Council of Alpine City, in the State of Utah, as follows: The amendments to Article 3.25.020 contained in the attached document will supersede Article 3.25.020 as previously adopted. This ordinance shall take effect upon posting.

**SECTION 1:**            **AMENDMENT** “3.25.020 General Standards” of the Alpine City Development Code is hereby *amended* as follows:

**A M E N D M E N T**

3.25.020 General Standards

1. Except as provided herein, it shall be unlawful to erect, construct, reconstruct, alter, or change the use of any structure, wall marquees, or any other parts jointed together to form a sign without first obtaining a sign permit from Alpine City.
2. Except as provided herein, all applicants for signs within Alpine City must receive a permit from the City prior to construction, placement, or replacement of any sign.
3. For permanent signs, the signs shall be colorfast and resistant to corrosion and rotting.
4. **General Location.** All permanent signs shall be set back at least five (5) feet behind the sidewalk or twelve (12) feet behind the curb if there is not a sidewalk. All temporary signs shall be set back at least five (5) feet behind the sidewalk or five (5) feet behind the curb if there is not a sidewalk. No sign shall be placed closer than fourteen (14) feet to a driveway.

No sign, permanent or temporary, in excess of three (3) feet in height shall be placed within the sight triangle on any corner lot. No part of any sign shall interfere with the use of any fire escape, exit, required stairway, door ventilator, or window.

5. **Maintenance.** All signs shall be maintained in a safe, presentable and good condition including the replacement of defective parts, cleaning, painting, oiling, changing of light bulbs, or other acts required for the maintenance of said sign. Maintenance shall also include the restoration or repair of any exterior wall penetrations, discolorations, or other damages caused by the installation, removal, or placement of signs on a building.

6. **Inspections.** Alpine City may make an initial inspection or re-inspection of any sign for which a permit has been issued and/or for which an inspection has been deemed necessary. Such inspections shall be performed to determine that all signs, constructions, and all reconstructions or modifications of existing signs are built or constructed in conformance with this ordinance and as represented at application for a permit.

All permanent signs containing electrical components, footings or foundations, or as otherwise required by the City, shall receive final inspections to certify that the placement and construction of such sign is in conformance with representations made in permit applications and that work is completed and meets all applicable building and safety codes and conditions of approval.

7. Regulatory signs, as outlined by local, state and/or federal law, are exempt from the provisions of the Alpine City Sign Ordinance.

(Amended by Ord. No. 2005-02, 2/3/05 & Ord. No. 2005-19, 10/25/05; Ord. No. 2007-02, 4/24/07; Ord. No. 2008-04, 5/13/08; Ord. No. 2011-01, 01/11/11)

PASSED AND ADOPTED BY THE ALPINE CITY COUNCIL

\_\_\_\_\_.

	<b>AYE</b>	<b>NAY</b>	<b>ABSENT</b>	<b>ABSTAIN</b>
Lon Lott	_____	_____	_____	_____
Judi Pickell	_____	_____	_____	_____
Carla Merrill	_____	_____	_____	_____
Gregory Gordon	_____	_____	_____	_____
Jason Thelin	_____	_____	_____	_____

Presiding Officer

Attest

\_\_\_\_\_  
Troy Stout, Mayor, Alpine City

\_\_\_\_\_  
Charmayne G. Warnock, City  
Recorder Alpine City

# ALPINE CITY COUNCIL AGENDA

**SUBJECT: Amendment – Ordinance 2020-07 – Electric Bicycles**

**FOR CONSIDERATION ON: 25 February 2020**

**PETITIONER: Staff**

**ACTION REQUESTED BY PETITIONER: Approve the proposed ordinance.**

## **BACKGROUND INFORMATION:**

The City Council discussed this topic at the January 14, 2020 City Council meeting and decided that they would like to consider allowing Class 1 e-bikes on City trails. Staff drafted an ordinance and the Planning Commission held a public hearing on February 18, 2020. Trail committee commented that they were in favor of the proposed ordinance. Planning Commission recommended approval through the following motion:

***MOTION:** Bryce Higbee moved to recommend that Ordinance 2020-07 be approved as proposed leaving out the changes with exemptions and include language stating that a Class 1 electronic bicycle is not a motorized vehicle.*

*John MacKay seconded the motion. There were 7 Ayes and 0 Nays (recorded below). The motion passed.*

**Ayes:**

*Bryce Higbee  
Ethan Allen  
John MacKay  
Jane Griener  
Alan MacDonald  
Jessica Smuin  
Sylvia Christiansen*

**Nays:**

*None*

The table below breaks down the differences between the various classes of e-bikes.

E-Bike Classifications	Peddle Assist	Max. Watts	Max Speed w/ Assist	Speedometer	Electric Assist
Class 1	Yes	750 (1h.p.)	20 mph	No	Yes
Class 2	No	750 (1h.p.)	20 mph	No	Yes
Class 3	Yes	750 (1h.p.)	28 mph	Yes	Yes

**STAFF RECOMMENDATION:**

Approve Ordinance 2020-07 as proposed.

**SAMPLE MOTION TO APPROVE:**

I motion to recommend that Ordinance 2020-07 be approved as proposed.

**SAMPLE MOTION TO APPROVE WITH CONDITIONS:**

I motion to recommend that Ordinance 2020-07 be approved with the following conditions/changes:

- \*\*\*Insert Finding\*\*\*

**SAMPLE MOTION TO DENY:**

I motion to recommend that Ordinance 2020-07 be denied based on the following:

- \*\*\*Insert Finding\*\*\*

**ALPINE CITY  
ORDINANCE 2020-07**

**AN ORDINANCE ADOPTING AMENDMENTS TO ARTICLE 3.01.110 OF THE  
ALPINE CITY DEVELOPMENT CODE PERTAINING TO ELECTRIC BICYCLES  
AS A PERMITTED USE FOR ALPINE CITY TRAILS AND OPEN SPACE.**

**WHEREAS**, The Alpine City Council has deemed it in the best interest of Alpine City to allow certain classifications of electric bicycles on Alpine City trails and in Alpine City open space; and

**WHEREAS**, the Alpine City Planning Commission has reviewed the proposed Amendments to the Development Code, held a public hearing, and has forwarded a recommendation to the City Council; and

**WHEREAS**, the Alpine City Council has reviewed the proposed Amendments to the Development Code:

**NOW THEREFORE**, be it ordained by the Council of Alpine City, in the State of Utah, as follows: The amendments to Article 3.01.110 contained in the attached document will supersede Article 3.01.110 as previously adopted. This ordinance shall take effect upon posting.

**SECTION 1:**        **AMENDMENT** “3.01.110 Definitions” of the Alpine City Development Code is hereby *amended* as follows:

**BEFORE AMENDMENT**

3.01.110 Definitions

**ACCESSORY APARTMENT.** A subordinate dwelling unit within and part of a principle dwelling and which has its own cooking, sleeping and sanitation facilities.

**ACCESSORY BUILDING.** A detached subordinate building, the use of which is appropriate, subordinate, and customarily incidental to that of the main building or to the main use of the land and which is located on the same lot or parcel of land with the main building or use.

**AGRICULTURE.** The tilling of soil, the raising of crops, horticulture, the gardening, but not including the keeping or raising of domestic animals or fowl, except household pets, and not including any agricultural industry or business such as fruit packing plants, commercial egg production, or similar uses.

**APIARY.** Any place where one (1) or more colonies of bees are located.

**AVERAGE SLOPE OF LOT.** The average slope of a lot, expressed as the percent of slope, to be determined via computer modeling. AutoCAD or ESRI products are acceptable programs to be used for determining the average slope of lot; any other program must be pre-approved by the City Engineer.

**BEEKEEPING EQUIPMENT.** Anything used in the operation of an apiary, such as hive bodies, supers, frames, top and bottom boards, and extractors.

**BUILDABLE AREA.** (Ord. 94-02, 2/8/94) A lot or portion thereof possessing all of the following physical characteristics:

1. The area contains no territory having a natural slope of twenty (20) percent or greater;
2. The area contains no territory which is located in any identified flood plain or within any recognized inundation zone, mud flow zone or zone of deformation, or lands subject to earth slippage, landslide or rockfall;
3. The engineering properties of the soil provide adequate structural support for the intended use;
4. The area does not possess any other recognized natural condition, which renders it unsafe for building purposes;
5. The area is within the building setback envelope as determined in accordance with the setback provisions of the zone; and
6. The area is readily capable of vehicular access from the adjacent public street over a driveway having a slope of not more than twelve (12) percent with no cut or fill greater than five feet as measured at the finished grade of the centerline alignment.

**BUILDING.** Any structure having a roof supported by columns or walls, built for the support, shelter, or enclosure of persons, animals, chattels, or property of any kind.

**CIVIC BUILDING.** A structure owned by the City and used for governmental purposes, including administrative buildings (City Hall) fire stations, police stations, libraries, but not including shop and repair facilities.

**COLONY.** Bees in a hive including queens, workers, or drones.

**CONDITIONAL USE.** A use of land that, because of its unique characteristics or potential impact on the municipality, surrounding neighbors, or adjacent land uses, may not be compatible in some areas or may be compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts.

**CUSTOMARY RESIDENTIAL ACCESSORY STRUCTURE.** A structure constructed on the same zoning lot as a dwelling and which is intended for the incidental and exclusive use of the residents of said dwelling, including but not limited to detached garages, carports, swimming pools, tennis courts, green houses, storage buildings, and satellite dishes.

**DEVELOPMENT.** Any change to a parcel of ground, which alters it from its natural state in any way. This includes clearing, excavation, grading, installation of any infrastructure or erection of any types of buildings.

**DWELLING CLUSTER.** A Group of three (3) or more single-unit detached Dwellings whose respective Buildable Areas are located no more than 400 feet from one Buildable Area to the next closest Buildable Area as measured from the midpoint of each Buildable Area.

**DWELLING UNIT.** One or more rooms in a building or portion thereof designed, occupied, or intended as a residence for a family with complete and independent facilities for living, sleeping, eating, cooking, and sanitation provided within the dwelling unit. See also Dwelling, Single Family.

**DWELLING, MULTIPLE-UNIT.** A building arranged to be occupied by two (2) or more families, the structure having two (2) or more attached dwelling units.

**DWELLING, SINGLE FAMILY.** A building arranged or designed to include only one (1) dwelling unit occupied by one (1) family, including extended living areas or an accessory apartment which may be approved as provided elsewhere in this Code.

**FAMILY.** An individual or two (2) or more persons related by blood, marriage, adoption, or guardianship; or a group of not more than four (4) persons, (excluding domestic help) who are not related, living in a dwelling unit as a single housekeeping unit and using common cooking facilities. "Family" does not exclude the care of foster children.

**FENCES.** A fence shall include any tangible barrier, an obstruction of any material, a line of obstacles, lattice work, screen, wall, hedge, or continuous growth of shrubs with the purpose of preventing passage or view across a boundary or lot line. (Ord. 2004-13, 9/28/04)

1. Privacy fences are structures where the field of vision through the fence is less than 50%.
2. Open-style fences are structures where the field of vision through the fence is 50% or greater.

**FRONTAGE.** The width of the lot or parcel of land measured at the required front setback-line.

**GARAGE/CARPORT (PRIVATE).** A structure for the parking or temporary storage of automobiles, but which does not involve commercial repairing or storage.

**GEOLOGIC HAZARD.** A hazard inherent in the surface or subsurface of the earth or artificially created, which is dangerous or potentially dangerous to life, property, or improvements, due to movement, failure, or shifting of earth.

**GROUP LIVING ARRANGEMENT.** A group living or congregate living arrangement where groups of more than four unrelated persons live together in a single dwelling unit, including, but not limited to, a batching apartment, boarding house, Congregate Living Unit, Assisted Living Facility, Nursing Care Facility, Residential Facility for Persons With a Disability, dormitory, student housing, fraternity, club, institutional group, half-way house, or similar group living or congregate living arrangement.

**GUEST HOUSE.** An accessory building constructed on the same zoning lot as the principle Single-Unit dwelling to be used for temporary occupancy.

**HANDICRAFT PRODUCTION.** Production of an individual's one-of-a-kind objects for sale on the site.

**HELICOPTER.** A manned aircraft in which lift, flight and landing is achieved by means of one or more power-driven horizontal propellers.

**HELIPORT.** An area on land or upon a building or structure set aside and used for the landing or takeoff of helicopters or other manned rotary wing aircrafts capable of vertical takeoff or landing.

**HIVE.** A frame hive, box hive, box, barrel, log, gum skep, or other artificial or natural receptacle which may be used to house bees.

**HOME OCCUPATION.** Any gainful occupation, service, profession or similar activity conducted in a consistent and ongoing manner within a dwelling. Business activity consisting primarily of the sale of goods produced elsewhere on the premises (i.e. retail sales establishment) shall not qualify as a home occupation.

**HOBBY BEEKEEPER.** A person who owns or has charge of eight (8) or fewer hives of bees.

**HONEYBEE.** The common honeybee, *Apis mellifera* species, at any stage of development, but not including the African honeybee, *Apis mellifera scutellata* species, or any hybrid thereof.

**HOUSEHOLD PETS.** Animals or fowl ordinarily permitted to a residence and kept for company or pleasure, such as dogs, cats, fish and canaries. Household pets do not include inherently or potentially dangerous animals or fowl, or those normally considered agricultural livestock.

**IMPERVIOUS MATERIAL.** Matter that is impenetrable as by moisture.

**LOT.** A parcel or unit of land describable either by metes and bounds, or by other legal plat designation held or intended to be held in separate ownership or leasehold or a parcel or unit of land shown as a lot or parcel on a recorded subdivision map, or shown on a plat used in the lease or sale of land resulting from the division of a larger tract into smaller units. Lots shall be generally rectangular in nature, and shall have no more than five sides without an exception being recommended by the Planning Commission and approved by the City Council; the front of a property, located at the front right of way, does not count against this requirement.

**LOT, CORNER.** Shall mean a lot located at the junction of and fronting on two (2) or more intersecting streets.

**MOBILE HOME.** A detached dwelling designed for long-term occupancy and to be transported on its own wheels, or on a flatbed or other trailer or detachable wheels, and arriving at the site where it is to be occupied as a complete dwelling unit ready for occupancy except for connections to utilities and other minor work. Removal of such wheels or placing such dwelling unit on a foundation shall not remove such unit from classification as a mobile home. Excluded from this definition shall be those permanent dwelling structures that are constructed of component parts that are transported to the building site and which meet structural requirements of the Uniform Building Code and which are finished with exterior building material that is typical of permanent residential buildings.

**NON-CONFORMING USE.** A building or structure, or portion thereof, or use of a building or land which does not conform to use regulations for the district in which it is situated, but which is in conformity with said regulations, if any, at the time of its establishment.

**OFF STREET PARKING.** An area adjoining a building providing for the parking of automobiles which does not include a public street but has convenient access to it.

**OFFICE, PROFESSIONAL.** A building or space used by persons such as accountants, architects, artists, dentists, designers, engineers, lawyers, physicians, realtors, teachers, and others who, by virtue of training and for license, are qualified to perform services of a professional nature, and where storage of goods and sale of merchandise is minimal and secondary to performance of the service.

**OPEN SPACE.** The use of land which leaves soil generally undisturbed and upon which natural vegetation, whether or not native to the area, occupies the major visible aspect of the land.

**PERMITTED USE.** A use of land for which no conditional use permit is required.

**PUBLIC USE.** A use operated or supervised exclusively by a public body, such use having the purpose of serving the public health, safety, or general welfare, and including uses such as public schools, parks, playgrounds, and other recreational facilities, administrative and service facilities, and public utilities.

**QUASI PUBLIC USE.** A use operated by a private non-profit educational, religious, recreational, charitable or philanthropic institution, having the primary purpose of serving the general public, such as churches, private schools, hospitals and similar uses.

**REASONABLE ACCOMMODATION.** A reasonable change in any rule, policy, practice, or service necessary to afford persons with a disability equal opportunity to use and enjoy a dwelling when compared to similarly-situated persons or groups.

**RECREATION, PUBLIC.** Recreation facilities operated by a public agency and open to the public with or without a fee.

**RESIDENCE.** A dwelling unit where an individual or family is actually domiciled at a given point in time and not a place of temporary sojourn or transient visit. Temporary sojourn or transient visit shall be thirty (30) days or less.

**RESIDENTIAL FACILITY FOR PERSONS WITH A DISABILITY.** A residence in which no more than eight (8) unrelated persons with a disability resides and which is:

1. Licensed or certified by the Department of Human Services under Title 62A, Chapter 2, of the Utah Code, Licensure of Programs and Facilities; or
2. Licensed or certified by the Department of Human Health under Title 26, Chapter 21, Health Care Facilities Licensing and Inspection Act.

**RETAINING WALL.** Any structure designed to resist the lateral displacement of soil or other materials. Examples include block walls, rock walls, concrete walls and segmented walls. A retaining wall is not considered a fence.

**SIGN.** Any device for visual communication to the public displayed out-of-doors, including signs painted on exterior walls, and interior illuminated signs, to be viewed from out-of-doors, but not including a flag, badge, or ensign of any government or government agency.

**STREET, PUBLIC.** A thoroughfare which has been dedicated and accepted by proper public authority (or abandoned to the public) or a thoroughfare not less than twenty-four (24) feet wide which has been made public by right of use and which affords the principal means of access to abutting property.

**STRUCTURE.** Anything constructed, the use of which requires fixed location upon the ground, or attached to something having a fixed location upon the ground, and which creates an impervious material on or above the ground; definition includes "building."

**YARD.** A required space on a lot other than a court, unoccupied and unobstructed from the ground upward, by buildings, except as otherwise provided herein.

**YARD, FRONT.** A space between the front of the main building on a lot and the front lot line or line of an abutting street or right-of-way and extending across the full width of a lot. The depth (or setback) of the front yard is the minimum distance between the front lot line, and the front-most part of the primary structure of the nearest main building at the foundation level. (Primary structure includes overhangs, porches, and decks).

**YARD, REAR.** A space between the back wall of the nearest main building extending the full width of the lot and the lot line that is most distant from, and is most nearly parallel with, the front lot line. If the rear lot line is less than ten feet (10') in length, or if the lot comes to a point at the rear, the rear lot line shall be deemed to be a ten foot (10') line parallel to the front line, lying wholly within the lot for the purpose of establishing the minimum rear yard. The depth (or setback) of the rear yard is the minimum distance between the rear lot line and the rearmost part of the primary structure of the nearest main building at the foundation level.

(Primary structure includes overhangs, porches and decks. See drawing in Appendix A). (Ord. 2004-13, 9/28/04)

**YARD, SIDE.** A yard that is neither a front yard nor a rear yard. The depth (or setback) of the side yard is the minimum distance between the side lot line and the nearest part of the primary structure of the nearest main building at the foundation level. (Primary structure includes overhangs, porches and decks).

**ZONING LOT** (Ord. 94-02, 2/8/94). A lot or parcel of land which:

1. Meets all area (lot size), frontage (width), setback (yard), and other zoning requirements applicable within the zone in which it is located;
2. Abuts upon and has direct access to a street which has been dedicated to the City or otherwise accepted by the City as a City Street;
3. Is served by the minimum level of improvements required for issuance of a building permit or for which the construction of the minimum level of improvements is secured through the posting of a performance guarantee; and
4. Is shown as a separate lot on the final plat of a subdivision or similar development, which has been approved in accordance with the applicable ordinance, or is legally exempted from compliance with said ordinance. A parcel which is part of an unapproved or illegal subdivision shall not qualify as a zoning lot.

(Amended by Ord. 2004-14 on 9/28/04; Ord. 2009-16, 10/13/09; Ord. 20011-06, 03/08/11; Ord. 2011-12, 10/25/11; Ord. 2014-11, 6/24/14; Ord. 2015-02, 02/10/15; Ord. 2015-07, 05/26/15)

## AFTER AMENDMENT

### 3.01.110 Definitions

**ACCESSORY APARTMENT.** A subordinate dwelling unit within and part of a principle dwelling and which has its own cooking, sleeping and sanitation facilities.

**ACCESSORY BUILDING.** A detached subordinate building, the use of which is appropriate, subordinate, and customarily incidental to that of the main building or to the main use of the land and which is located on the same lot or parcel of land with the main building or use.

**AGRICULTURE.** The tilling of soil, the raising of crops, horticulture, the gardening, but not including the keeping or raising of domestic animals or fowl, except household pets, and not including any agricultural industry or business such as fruit packing plants, commercial egg production, or similar uses.

**APIARY.** Any place where one (1) or more colonies of bees are located.

**AVERAGE SLOPE OF LOT.** The average slope of a lot, expressed as the percent of slope, to be determined via computer modeling. AutoCAD or ESRI products are acceptable programs to be used for determining the average slope of lot; any other program must be pre-approved by the City Engineer.

**BEEKEEPING EQUIPMENT.** Anything used in the operation of an apiary, such as hive bodies, supers, frames, top and bottom boards, and extractors.

**BUILDABLE AREA.** (Ord. 94-02, 2/8/94) A lot or portion thereof possessing all of the following physical characteristics:

1. The area contains no territory having a natural slope of twenty (20) percent or greater;
2. The area contains no territory which is located in any identified flood plain or within any recognized inundation zone, mud flow zone or zone of deformation, or lands subject to earth slippage, landslide or rockfall;
3. The engineering properties of the soil provide adequate structural support for the intended use;
4. The area does not possess any other recognized natural condition, which renders it unsafe for building purposes;
5. The area is within the building setback envelope as determined in accordance with the setback provisions of the zone; and
6. The area is readily capable of vehicular access from the adjacent public street over a driveway having a slope of not more than twelve (12) percent with no cut or fill greater than five feet as measured at the finished grade of the centerline alignment.

**BUILDING.** Any structure having a roof supported by columns or walls, built for the support, shelter, or enclosure of persons, animals, chattels, or property of any kind.

**CIVIC BUILDING.** A structure owned by the City and used for governmental purposes, including administrative buildings (City Hall) fire stations, police stations, libraries, but not including shop and repair facilities.

**COLONY.** Bees in a hive including queens, workers, or drones.

**CONDITIONAL USE.** A use of land that, because of its unique characteristics or potential impact on the municipality, surrounding neighbors, or adjacent land uses, may not be compatible in some areas or may be compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts.

**CUSTOMARY RESIDENTIAL ACCESSORY STRUCTURE.** A structure constructed on the same zoning lot as a dwelling and which is intended for the incidental and exclusive use of the residents of said dwelling, including but not limited to detached garages, carports, swimming pools, tennis courts, green houses, storage buildings, and satellite dishes.

**DEVELOPMENT.** Any change to a parcel of ground, which alters it from its natural state in any way. This includes clearing, excavation, grading, installation of any infrastructure or erection of any types of buildings.

**DWELLING CLUSTER.** A Group of three (3) or more single-unit detached Dwellings whose respective Buildable Areas are located no more than 400 feet from one Buildable Area to the next closest Buildable Area as measured from the midpoint of each Buildable Area.

**DWELLING UNIT.** One or more rooms in a building or portion thereof designed, occupied, or intended as a residence for a family with complete and independent facilities for living, sleeping, eating, cooking, and sanitation provided within the dwelling unit. See also Dwelling, Single Family.

**DWELLING, MULTIPLE-UNIT.** A building arranged to be occupied by two (2) or more families, the structure having two (2) or more attached dwelling units.

**DWELLING, SINGLE FAMILY.** A building arranged or designed to include only one (1) dwelling unit occupied by one (1) family, including extended living areas or an accessory apartment which may be approved as provided elsewhere in this Code.

**ELECTRIC BICYCLE (CLASS 1).** A bicycle equipped with an electric motor that: has a power output of not more than 750 watts; has fully operational pedals on permanently affixed cranks; is fully operational as a bicycle without the use of the electric motor; provides assistance only when the rider is pedaling; and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour. For the purpose of City ordinances, shall not be considered a motorized vehicle.

**FAMILY.** An individual or two (2) or more persons related by blood, marriage, adoption, or guardianship; or a group of not more than four (4) persons, (excluding domestic help) who are not related, living in a dwelling unit as a single housekeeping unit and using common cooking facilities. “Family” does not exclude the care of foster children.

**FENCES.** A fence shall include any tangible barrier, an obstruction of any material, a line of obstacles, lattice work, screen, wall, hedge, or continuous growth of shrubs with the purpose of preventing passage or view across a boundary or lot line. (Ord. 2004-13, 9/28/04)

1. Privacy fences are structures where the field of vision through the fence is less than 50%.
2. Open-style fences are structures where the field of vision through the fence is 50% or greater.

**FRONTAGE.** The width of the lot or parcel of land measured at the required front setback-line.

**GARAGE/CARPORT (PRIVATE).** A structure for the parking or temporary storage of automobiles, but which does not involve commercial repairing or storage.

**GEOLOGIC HAZARD.** A hazard inherent in the surface or subsurface of the earth or artificially created, which is dangerous or potentially dangerous to life, property, or improvements, due to movement, failure, or shifting of earth.

**GROUP LIVING ARRANGEMENT.** A group living or congregate living arrangement where groups of more than four unrelated persons live together in a single dwelling unit, including, but not limited to, a batching apartment, boarding house, Congregate Living Unit, Assisted Living Facility, Nursing Care Facility, Residential Facility for Persons With a Disability, dormitory, student housing, fraternity, club, institutional group, half-way house, or similar group living or congregate living arrangement.

**GUEST HOUSE.** An accessory building constructed on the same zoning lot as the principle Single-Unit dwelling to be used for temporary occupancy.

**HANDICRAFT PRODUCTION.** Production of an individual's one-of-a-kind objects for sale on the site.

**HELICOPTER.** A manned aircraft in which lift, flight and landing is achieved by means of one or more power-driven horizontal propellers.

**HELIPORT.** An area on land or upon a building or structure set aside and used for the landing or takeoff of helicopters or other manned rotary wing aircrafts capable of vertical takeoff or landing.

**HIVE.** A frame hive, box hive, box, barrel, log, gum skep, or other artificial or natural receptacle which may be used to house bees.

**HOME OCCUPATION.** Any gainful occupation, service, profession or similar activity conducted in a consistent and ongoing manner within a dwelling. Business activity consisting primarily of the sale of goods produced elsewhere on the premises (i.e. retail sales establishment) shall not qualify as a home occupation.

**HOBBY BEEKEEPER.** A person who owns or has charge of eight (8) or fewer hives of bees.

**HONEYBEE.** The common honeybee, *Apis mellifera* species, at any stage of development, but not including the African honeybee, *Apis mellifera scutellata* species, or any hybrid thereof.

**HOUSEHOLD PETS.** Animals or fowl ordinarily permitted to a residence and kept for company or pleasure, such as dogs, cats, fish and canaries. Household pets do not include inherently or potentially dangerous animals or fowl, or those normally considered agricultural livestock.

**IMPERVIOUS MATERIAL.** Matter that is impenetrable as by moisture.

**LOT.** A parcel or unit of land describable either by metes and bounds, or by other legal plat designation held or intended to be held in separate ownership or leasehold or a parcel or unit of land shown as a lot or parcel on a recorded subdivision map, or shown on a plat used in the lease or sale of land resulting from the division of a larger tract into smaller units. Lots shall be generally rectangular in nature, and shall have no more than five sides without an exception being recommended by the Planning Commission and approved by the City Council; the front of a property, located at the front right of way, does not count against this requirement.

**LOT, CORNER.** Shall mean a lot located at the junction of and fronting on two (2) or more intersecting streets.

**MOBILE HOME.** A detached dwelling designed for long-term occupancy and to be transported on its own wheels, or on a flatbed or other trailer or detachable wheels, and arriving at the site where it is to be occupied as a complete dwelling unit ready for occupancy except for connections to utilities and other minor work. Removal of such wheels or placing such dwelling unit on a foundation shall not remove such unit from classification as a mobile home. Excluded from this definition shall be those permanent dwelling structures that are constructed of component parts that are transported to the building site and which meet structural requirements of the Uniform Building Code and which are finished with exterior building material that is typical of permanent residential buildings.

**NON-CONFORMING USE.** A building or structure, or portion thereof, or use of a building or land which does not conform to use regulations for the district in which it is situated, but which is in conformity with said regulations, if any, at the time of its establishment.

**OFF STREET PARKING.** An area adjoining a building providing for the parking of automobiles which does not include a public street but has convenient access to it.

**OFFICE, PROFESSIONAL.** A building or space used by persons such as accountants, architects, artists, dentists, designers, engineers, lawyers, physicians, realtors, teachers, and others who, by virtue of training and for license, are qualified to perform services of a professional nature, and where storage of goods and sale of merchandise is minimal and secondary to performance of the service.

**OPEN SPACE.** The use of land which leaves soil generally undisturbed and upon which natural vegetation, whether or not native to the area, occupies the major visible aspect of the land.

**PERMITTED USE.** A use of land for which no conditional use permit is required.

**PUBLIC USE.** A use operated or supervised exclusively by a public body, such use having the purpose of serving the public health, safety, or general welfare, and including uses such as public schools, parks, playgrounds, and other recreational facilities, administrative and service facilities, and public utilities.

**QUASI PUBLIC USE.** A use operated by a private non-profit educational, religious, recreational, charitable or philanthropic institution, having the primary purpose of serving the general public, such as churches, private schools, hospitals and similar uses.

**REASONABLE ACCOMMODATION.** A reasonable change in any rule, policy, practice, or service necessary to afford persons with a disability equal opportunity to use and enjoy a dwelling when compared to similarly-situated persons or groups.

**RECREATION, PUBLIC.** Recreation facilities operated by a public agency and open to the public with or without a fee.

**RESIDENCE.** A dwelling unit where an individual or family is actually domiciled at a given point in time and not a place of temporary sojourn or transient visit. Temporary sojourn or transient visit shall be thirty (30) days or less.

**RESIDENTIAL FACILITY FOR PERSONS WITH A DISABILITY.** A residence in which no more than eight (8) unrelated persons with a disability resides and which is:

1. Licensed or certified by the Department of Human Services under Title 62A, Chapter 2, of the Utah Code, Licensure of Programs and Facilities; or
2. Licensed or certified by the Department of Human Health under Title 26, Chapter 21, Health Care Facilities Licensing and Inspection Act.

**RETAINING WALL.** Any structure designed to resist the lateral displacement of soil or other materials. Examples include block walls, rock walls, concrete walls and segmented walls. A retaining wall is not considered a fence.

**SIGN.** Any device for visual communication to the public displayed out-of-doors, including signs painted on exterior walls, and interior illuminated signs, to be viewed from out-of-doors, but not including a flag, badge, or ensign of any government or government agency.

**STREET, PUBLIC.** A thoroughfare which has been dedicated and accepted by proper public authority (or abandoned to the public) or a thoroughfare not less than twenty-four (24) feet wide which has been made public by right of use and which affords the principal means of access to abutting property.

**STRUCTURE.** Anything constructed, the use of which requires fixed location upon the ground, or attached to something having a fixed location upon the ground, and which creates an impervious material on or above the ground; definition includes "building."

**YARD.** A required space on a lot other than a court, unoccupied and unobstructed from the ground upward, by buildings, except as otherwise provided herein.

**YARD, FRONT.** A space between the front of the main building on a lot and the front lot line or line of an abutting street or right-of-way and extending across the full width of a lot. The depth (or setback) of the front yard is the minimum distance between the front lot line, and the front-most part of the primary structure of the nearest main building at the foundation level. (Primary structure includes overhangs, porches, and decks).

**YARD, REAR.** A space between the back wall of the nearest main building extending the full width of the lot and the lot line that is most distant from, and is most nearly parallel with, the front lot line. If the rear lot line is less than ten feet (10') in length, or if the lot comes to a point at the rear, the rear lot line shall be deemed to be a ten foot (10') line parallel to the front line, lying wholly within the lot for the purpose of establishing the minimum rear yard. The depth (or setback) of the rear yard is the minimum distance between the rear lot line and the rearmost part of the primary structure of the nearest main building at the foundation level.

(Primary structure includes overhangs, porches and decks. See drawing in Appendix A). (Ord. 2004-13, 9/28/04)

**YARD, SIDE.** A yard that is neither a front yard nor a rear yard. The depth (or setback) of the side yard is the minimum distance between the side lot line and the nearest part of the primary structure of the nearest main building at the foundation level. (Primary structure includes overhangs, porches and decks).

**ZONING LOT** (Ord. 94-02, 2/8/94). A lot or parcel of land which:

1. Meets all area (lot size), frontage (width), setback (yard), and other zoning requirements applicable within the zone in which it is located;

2. Abuts upon and has direct access to a street which has been dedicated to the City or otherwise accepted by the City as a City Street;
3. Is served by the minimum level of improvements required for issuance of a building permit or for which the construction of the minimum level of improvements is secured through the posting of a performance guarantee; and
4. Is shown as a separate lot on the final plat of a subdivision or similar development, which has been approved in accordance with the applicable ordinance, or is legally exempted from compliance with said ordinance. A parcel which is part of an unapproved or illegal subdivision shall not qualify as a zoning lot.

(Amended by Ord. 2004-14 on 9/28/04; Ord. 2009-16, 10/13/09; Ord. 20011-06, 03/08/11; Ord. 2011-12, 10/25/11; Ord. 2014-11, 6/24/14; Ord. 2015-02, 02/10/15; Ord. 2015-07, 05/26/15)

PASSED AND ADOPTED BY THE ALPINE CITY COUNCIL

	<b>AYE</b>	<b>NAY</b>	<b>ABSENT</b>	<b>ABSTAIN</b>
Lon Lott	_____	_____	_____	_____
Judi Pickell	_____	_____	_____	_____
Carla Merrill	_____	_____	_____	_____
Gregory Gordon	_____	_____	_____	_____
Jason Thelin	_____	_____	_____	_____

Presiding Officer

Attest

\_\_\_\_\_  
Troy Stout, Mayor, Alpine City

\_\_\_\_\_  
Charmayne G. Warnock, City  
Recorder Alpine City

**ALPINE CITY  
ORDINANCE 2020-07**

**AN ORDINANCE ADOPTING AMENDMENTS TO ARTICLE 3.01.110 OF THE  
ALPINE CITY DEVELOPMENT CODE PERTAINING TO ELECTRIC BICYCLES  
AS A PERMITTED USE FOR ALPINE CITY TRAILS AND OPEN SPACE.**

**WHEREAS**, The Alpine City Council has deemed it in the best interest of Alpine City to allow certain classifications of electric bicycles on Alpine City trails and in Alpine City open space; and

**WHEREAS**, the Alpine City Planning Commission has reviewed the proposed Amendments to the Development Code, held a public hearing, and has forwarded a recommendation to the City Council; and

**WHEREAS**, the Alpine City Council has reviewed the proposed Amendments to the Development Code:

**NOW THEREFORE**, be it ordained by the Council of Alpine City, in the State of Utah, as follows: The amendments to Article 3.01.110 contained in the attached document will supersede Article 3.01.110 as previously adopted. This ordinance shall take effect upon posting.

**SECTION 1:        AMENDMENT “3.01.110 Definitions” of the Alpine City Development Code is hereby *amended* as follows:**

A M E N D M E N T

3.01.110 Definitions

**ACCESSORY APARTMENT.** A subordinate dwelling unit within and part of a principle dwelling and which has its own cooking, sleeping and sanitation facilities.

**ACCESSORY BUILDING.** A detached subordinate building, the use of which is appropriate, subordinate, and customarily incidental to that of the main building or to the main use of the land and which is located on the same lot or parcel of land with the main building or use.

**AGRICULTURE.** The tilling of soil, the raising of crops, horticulture, the gardening, but not including the keeping or raising of domestic animals or fowl, except household pets, and not including any agricultural industry or business such as fruit packing plants, commercial egg production, or similar uses.

**APIARY.** Any place where one (1) or more colonies of bees are located.

**AVERAGE SLOPE OF LOT.** The average slope of a lot, expressed as the percent of slope, to be determined via computer modeling. AutoCAD or ESRI products are acceptable programs to be used for determining the average slope of lot; any other program must be pre-approved by the City Engineer.

**BEEKEEPING EQUIPMENT.** Anything used in the operation of an apiary, such as hive bodies, supers, frames, top and bottom boards, and extractors.

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1. The area contains no territory having a natural slope of twenty (20) percent or greater;
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3. The engineering properties of the soil provide adequate structural support for the intended use;
4. The area does not possess any other recognized natural condition, which renders it unsafe for building purposes;
5. The area is within the building setback envelope as determined in accordance with the setback provisions of the zone; and
6. The area is readily capable of vehicular access from the adjacent public street over a driveway having a slope of not more than twelve (12) percent with no cut or fill greater than five feet as measured at the finished grade of the centerline alignment.

**BUILDING.** Any structure having a roof supported by columns or walls, built for the support, shelter, or enclosure of persons, animals, chattels, or property of any kind.

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**CUSTOMARY RESIDENTIAL ACCESSORY STRUCTURE.** A structure constructed on the same zoning lot as a dwelling and which is intended for the incidental and exclusive use of the residents of said dwelling, including but not limited to detached garages, carports, swimming pools, tennis courts, green houses, storage buildings, and satellite dishes.

**DEVELOPMENT.** Any change to a parcel of ground, which alters it from its natural state in any way. This includes clearing, excavation, grading, installation of any infrastructure or erection of any types of buildings.

**DWELLING CLUSTER.** A Group of three (3) or more single-unit detached Dwellings whose respective Buildable Areas are located no more than 400 feet from one Buildable Area to the next closest Buildable Area as measured from the midpoint of each Buildable Area.

**DWELLING UNIT.** One or more rooms in a building or portion thereof designed, occupied, or intended as a residence for a family with complete and independent facilities for living, sleeping, eating, cooking, and sanitation provided within the dwelling unit. See also Dwelling, Single Family.

**DWELLING, MULTIPLE-UNIT.** A building arranged to be occupied by two (2) or more families, the structure having two (2) or more attached dwelling units.

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**QUASI PUBLIC USE.** A use operated by a private non-profit educational, religious, recreational, charitable or philanthropic institution, having the primary purpose of serving the general public, such as churches, private schools, hospitals and similar uses.

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**RESIDENTIAL FACILITY FOR PERSONS WITH A DISABILITY.** A residence in which no more than eight (8) unrelated persons with a disability resides and which is:

1. Licensed or certified by the Department of Human Services under Title 62A, Chapter 2, of the Utah Code, Licensure of Programs and Facilities; or
2. Licensed or certified by the Department of Human Health under Title 26, Chapter 21, Health Care Facilities Licensing and Inspection Act.

**RETAINING WALL.** Any structure designed to resist the lateral displacement of soil or other materials. Examples include block walls, rock walls, concrete walls and segmented walls. A retaining wall is not considered a fence.

**SIGN.** Any device for visual communication to the public displayed out-of-doors, including signs painted on exterior walls, and interior illuminated signs, to be viewed from out-of-doors, but not including a flag, badge, or ensign of any government or government agency.

**STREET, PUBLIC.** A thoroughfare which has been dedicated and accepted by proper public authority (or abandoned to the public) or a thoroughfare not less than twenty-four (24) feet wide which has been made public by right of use and which affords the principal means of access to abutting property.

**STRUCTURE.** Anything constructed, the use of which requires fixed location upon the ground, or attached to something having a fixed location upon the ground, and which creates an impervious material on or above the ground; definition includes "building."

**YARD.** A required space on a lot other than a court, unoccupied and unobstructed from the ground upward, by buildings, except as otherwise provided herein.

**YARD, FRONT.** A space between the front of the main building on a lot and the front lot line or line of an abutting street or right-of-way and extending across the full width of a lot. The depth (or setback) of the front yard is the minimum distance between the front lot line, and the front-most part of the primary structure of the nearest main building at the foundation level. (Primary structure includes overhangs, porches, and decks).

**YARD, REAR.** A space between the back wall of the nearest main building extending the full width of the lot and the lot line that is most distant from, and is most nearly parallel with, the front lot line. If the rear lot line is less than ten feet (10') in length, or if the lot comes to a point at the rear, the rear lot line shall be deemed to be a ten foot (10') line parallel to the front line, lying wholly within the lot for the purpose of establishing the minimum rear yard. The depth (or setback) of the rear yard is the minimum distance between the rear lot line and the rearmost part of the primary structure of the nearest main building at the foundation level.

(Primary structure includes overhangs, porches and decks. See drawing in Appendix A). (Ord. 2004-13, 9/28/04)

**YARD, SIDE.** A yard that is neither a front yard nor a rear yard. The depth (or setback) of the side yard is the minimum distance between the side lot line and the nearest part of the primary structure of the nearest main building at the foundation level. (Primary structure includes overhangs, porches and decks).

**ZONING LOT** (Ord. 94-02, 2/8/94). A lot or parcel of land which:

1. Meets all area (lot size), frontage (width), setback (yard), and other zoning requirements applicable within the zone in which it is located;
2. Abuts upon and has direct access to a street which has been dedicated to the City or otherwise accepted by the City as a City Street;
3. Is served by the minimum level of improvements required for issuance of a building permit or for which the construction of the minimum level of improvements is secured through the posting of a performance guarantee; and
4. Is shown as a separate lot on the final plat of a subdivision or similar development, which has been approved in accordance with the applicable ordinance, or is legally exempted from compliance with said ordinance. A parcel which is part of an unapproved or illegal subdivision shall not qualify as a zoning lot.

(Amended by Ord. 2004-14 on 9/28/04; Ord. 2009-16, 10/13/09; Ord. 20011-06, 03/08/11; Ord. 2011-12, 10/25/11; Ord. 2014-11, 6/24/14; Ord. 2015-02, 02/10/15; Ord. 2015-07, 05/26/15)

PASSED AND ADOPTED BY THE ALPINE CITY COUNCIL

\_\_\_\_\_.

	<b>AYE</b>	<b>NAY</b>	<b>ABSENT</b>	<b>ABSTAIN</b>
Lon Lott	_____	_____	_____	_____
Judi Pickell	_____	_____	_____	_____
Carla Merrill	_____	_____	_____	_____
Gregory Gordon	_____	_____	_____	_____
Jason Thelin	_____	_____	_____	_____

Presiding Officer

Attest

\_\_\_\_\_  
Troy Stout, Mayor, Alpine City

\_\_\_\_\_  
Charmayne G. Warnock, City  
Recorder Alpine City

## **ALPINE CITY COUNCIL AGENDA**

**SUBJECT: Rental Rate for Proposed Verizon Cell Tower Location**

**FOR CONSIDERATION ON: 25 February 2020**

**PETITIONER: Staff**

**ACTION REQUESTED BY PETITIONER: Review proposed rental rate from Verizon for cell tower on City property.**

### **BACKGROUND INFORMATION:**

The City Council recently agreed to allow Verizon to construct a cell tower on City property, particularly on the City Hall block. Prior to Verizon going to the effort and expense of preparing a full site plan, we felt it was appropriate to address the rental rate and to obtain City Council approval on that part of the deal.

Verizon has stated that their upper end rental rate for a tower like this is \$1,600 per month with a 10% increase every 5-years. This is the rate Verizon is currently paying the City for their equipment located on the City's cell tower in Lambert Park. The first 10% increase should begin in 2021, which will increase the rate to \$1,760 per month. The City's contract with T-Mobile, who is located at the top of the tower in Lambert Park, currently requires them to pay \$29,076 for 2020. The T-Mobile contract has a 3% rate increase built in each year.

Verizon is offering to pay the City \$2,000 per month, with a 10% rate increase every 5-year. They believe this is above market rate for the area. For the water tank cell tower design, the required area is anticipated to be 1248 sf (26'x48'). A monopole or monopine design would need 760 sf (20'x38').

### **STAFF RECOMMENDATION:**

Consider approval of the rental rate of \$2,000 per month with a 10% increase every 5 years as proposed by Verizon Wireless.