



## ALPINE CITY PLANNING COMMISSION MEETING

**NOTICE** is hereby given that the **PLANNING COMMISSION** of Alpine City, UT will hold a **Public Hearing and a Regular Meeting at Alpine City Hall, 20 North Main, Alpine, Utah on Tuesday, August 2, 2016 at 7:00 pm** as follows:

### I. GENERAL BUSINESS

- |                             |                    |
|-----------------------------|--------------------|
| A. Welcome and Roll Call:   | Steve Cospier      |
| B. Prayer/Opening Comments: | David Fotheringham |
| C. Pledge of Allegiance:    | By Invitation      |

### II. PUBLIC COMMENT

Any person wishing to comment on any item not on the agenda may address the Planning Commission at this point by stepping to the microphone and giving his or her name and address for the record.

### III. ACTION ITEMS

#### A. PUBLIC HEARING – Harvest Meadows Concept Plan – 10 S. Long Drive – Public Development Partners

The Planning Commission will consider approving a concept plan for the Harvest Meadows Subdivision. The proposed subdivision consists of 25 lots ranging in size from 20,000 square feet to 40,165 square feet on a site that is 16.23 acres. The site is located in the CR-20,000 zone.

#### B. General Plan Update

The Planning Commission will discuss an update of the Alpine City General Plan, specifically as it pertains to the Transportation (Circulation) Element.

### IV. COMMUNICATIONS

### V. APPROVAL OF PLANNING COMMISSION MINUTES: July 19, 2016 and July 26, 2016

### ADJOURN

Chairman Steve Cospier  
July 29, 2016

**THE PUBLIC IS INVITED TO ATTEND ALL PLANNING COMMISSION MEETINGS.** If you need a special accommodation to participate in the meeting, please call the City Recorder's Office at 801-756-6347 ext. 5.

CERTIFICATION OF POSTING. The undersigned duly appointed recorder does hereby certify that the above agenda notice was posted at Alpine City Hall, 20 North Main, Alpine, UT. It was also sent by e-mail to The Daily Herald located in Provo, UT a local newspaper circulated in Alpine, UT. This agenda is also available on the City's web site at [www.alpinecity.org](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, 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 v. 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 PLANNING COMMISSION AGENDA**

**SUBJECT: Harvest Meadows Concept Plan**

**FOR CONSIDERATION ON: 02 August 2016**

**PETITIONER: Public Development Partners**

**ACTION REQUESTED BY PETITIONER: Approve the Concept Plan**

**APPLICABLE STATUTE OR ORDINANCE: Chapter 4 (Subdivision)**

**PETITION IN COMPLIANCE WITH ORDINANCE: Yes**

### **BACKGROUND INFORMATION:**

The proposed Harvest Meadows Subdivision consists of 25 lots ranging in size from 20,000 square feet to 40,165 square feet on a site that is 16.23 acres. The site is located in the CR-20,000 zone. See the attached review letters from the City Planner and Engineers.

### **STAFF RECOMMENDATIONS:**

**The Planning and Zoning Department recommends approval of the proposed subdivision concept plan with the following conditions:**

- **An exception be recommended to the City Council for the 478 foot length of the proposed “Canyon Crest Court” to prevent a few more homes from having frontage on a collector street.**
- **That the developer will change or modify the name of the subdivision.**

**The Engineering Department recommends concept approval of the proposed subdivision with the following conditions:**

- **A 60-foot right-of-way is provided from Canyon Crest Road to Westfield Road.**
- **An exception to the maximum cul-de-sac length be granted for Canyon Crest Court.**
- **The entry islands be removed from the plan.**
- **The driveway access to Lot 20 be restricted from Westfield Road.**
- **Sidewalk is provided along the entire frontage of the developed property.**
- **Westfield Ditch to be re-routed out of Lot 20’s building pad with appropriate easements.**



Date: July 26, 2016

By: Jason Bond  
City Planner

**Subject: Planning and Zoning Review  
Harvest Meadows Subdivision Concept Plan  
Approximately 10 South Long Drive – 25 lots on 16.23 acres**

### **Background**

The proposed Harvest Meadows Subdivision consists of 25 lots ranging in size from 20,000 square feet to 40,165 square feet on a site that is 16.23 acres. The site is located in the CR-20,000 zone. The applicant has provided two options for the layout of the development.

### **Lot Area and Width Requirements**

The proposed lots for this subdivision in each option meet the lot area requirement. The required lot width of 110 feet (80 feet when on a cul-de-sac) measured at the front setback for each proposed lot is shown to meet the requirements.

### **General Remarks**

One of the options shows the cul-de-sac, "Canyon Crest Court", being 28 feet longer than the required 450 feet (Section 4.7.4.9). The applicant is requesting an exception from the requirement for the length of a cul-de-sac in order to prevent a layout where a few more homes have frontage on a new collector street which will connect Long Drive and Westfield Road. The Planning and Zoning Department is in support of granting this exception. The area is not in a Sensitive Lands Overlay and it would prevent more homes from having frontage on the busier Long Drive. If the exception is not granted, then the applicant will proceed with the other option which meets the ordinance but has more lots fronting on the new collector street.

It has been discovered that the subdivision name, "Harvest Meadows", already exists in Utah County. The developer will need to modify the name or change it to something that is not already being used.

### **RECOMMENDATION**

**The Planning and Zoning Department recommends approval of the proposed subdivision**

**concept plan with the following conditions:**

- **An exception be recommended to the City Council for the 478 foot length of the proposed “Canyon Crest Court” to prevent a few more homes from having frontage on a collector street.**
- **That the developer will change or modify the name of the subdivision.**



Date: July 20, 2016

By: Jed Muhlestein, P.E.   
Assistant City Engineer

Subject: **Harvest Meadows – ENGINEER’S CONCEPT REVIEW**  
**25 Lots on 16.23 Acres, CR 20,000 Zone**

## ENGINEERING REVIEW

This is the engineering review for the proposed Harvest Meadows subdivision. A separate Planning Review will also be completed. The proposed development consists of 25 lots on 16.23 acres. The development is located in the CR 20,000 zone north of Westfield Elementary and west of Timberline Middle school. A map was prepared showing the concept plan overlaid on existing city infrastructure, it is attached for reference. Horrocks Engineers also reviewed the concept plan and gave recommendations regarding infrastructure design, that letter is also attached.

### Street System

The street system generally connects Westfield Road to Long Drive with two proposed cul-de-sacs. Canyon Crest Court, Harvest Meadows Court, and Harvest Meadows Road are the proposed street names. See concept plan for location.

The street master plan shows Canyon Crest Road connecting to Westfield Road as a “collector” street. Collector streets are slightly larger than the typical residential street requiring 60 feet of right-of-way and 36 feet of asphalt (a residential street requires 54 feet of right-of-way and 30 feet of asphalt). **The concept plan** shows the correct right-of-way width (60 feet) along Harvest Meadows Road but **does not show the correct width from Harvest Meadows Road to Canyon Crest Road**. That section of road currently exists and is partially built to residential street widths. Curb exists on the east, but not the west sides. As proposed, this section of road would be considered part of the collector road system and would be required to be rebuilt accordingly.

Assuming the correct right-of-ways are provided, Canyon Crest Court would be approximately 478 feet in length. The maximum length of a cul-de-sac is 450 feet per section 4.7.4.9 of the Development Code. **An exception to this code can be granted by the City Council** per section

4.1.2 which requires a recommendation from the Planning Commission and Staff. A "Concept B" has been provided to show how the property would be developed if an exception were not granted. The Concept B shows two more lots that would front along Long Drive instead of just one from the preferred option. This development is not located in the sensitive areas as outlined on the City's hazard maps. Sensitive areas are where the length of a cul-de-sac is particularly important for emergency access. Also, where Long Drive is a collector street, and therefore anticipated to be busier than a residential street, Engineering would be in favor of an exception to the cul-de-sac length as it would limit the amount of homes fronting on the collector street.

There is also a smaller cul-de-sac (Harvest Meadows Court) extending off the proposed Harvest Meadows Road. Both cul-de-sacs terminate with a 60-foot radius sized turn-a-round as required by code.

Sidewalks are not shown but would be required along all properties to which the development fronts where sidewalk does not currently exist.

The proposal shows a conceptual plan for an entry island and monument on Harvest Meadows Road. Currently there are zero islands such as this located in Alpine City. Subdivision monument signs have also been highly discouraged and there are zero of them as well. The reasons for this include difficulty in snow plowing around them and general maintenance of them throughout the year. It was mentioned at a Staff meeting that islands would be proposed to help slow and clam traffic but the proposal shows the island at an intersection, a location where traffic doesn't generally need slowed. Regardless of location, Engineering is not in favor the islands and would not recommend them. In regards to traffic speeds, Alpine City plans to stripe the road with lane markers once the development is completed.

### Utilities

A detailed utility plan is not required at concept. Having said that, some general observations are mentioned:

**Sewer System.** There is an existing 8-inch sewer main in Long Drive to which could serve the development. 4-inch sewer laterals would be required for each lot.

**Culinary Water System.** The subdivision is well below the 5350 foot elevation, which is the highest elevation the existing water system can serve and still provide a minimum 40 psi required by ordinance. There is currently an 8-inch waterline in Long Drive and a 10-inch in Westfield Road. Connection to both these lines would be required with new lines throughout the development, sizing can be determined at preliminary. The Fire Marshall will need to approve the location of proposed fire hydrants as the plan moves forward. 3/4-inch water laterals will need to be constructed for each lot.

**Pressurized Irrigation System.** Similar to the culinary, there are currently pressurized irrigation lines in both Westfield Road and Long Drive; 12-inch and 8-inch respectively. Connection to both these lines would be required with new lines throughout the development, sizing can be determined at preliminary. 1-inch laterals will need to be constructed for each lot.

**Storm Water Drainage System.** Storm drainage detention of the 50-year event would be required for the development. It would need to be built such that it could discharge to Fort Creek. The details of this, and all utilities, will be worked out at Preliminary.

### **General Subdivision Remarks**

The property is not located within any of the sensitive areas as outlined in the city planning maps. A geotechnical report would be required at Preliminary to address public road, public infrastructure, and residential foundation design.

Westfield Ditch runs through the property generally along Westfield Road. **The ditch is currently piped through the middle of Lot 20.** The alignment would need re-routed out of the building pad with proper easements provided. The property to the north is also in process of development, coordination of ditch alignment is recommended. Complete plans for such should be submitted with Preliminary application.

The Developer has mentioned that Lot 3 of the Sequoia Circle Subdivision (by Lot 19 on the proposed plan) has interest in frontage along Harvest Meadows Road. This should not be an issue as long as frontage along that section of roadway is properly deeded to Lot 3.

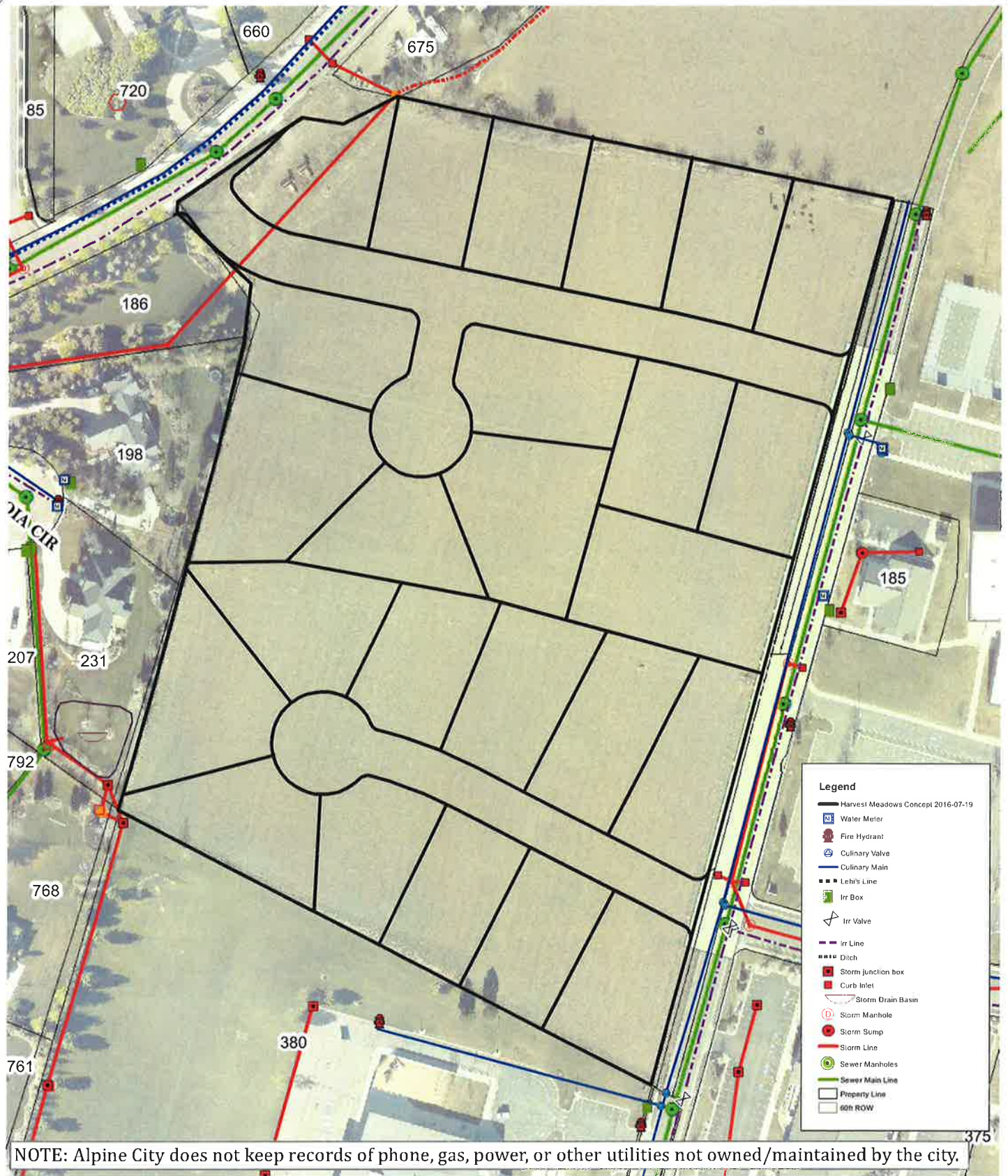
Westfield Road is a collector street and busier than the typical residential street. We would recommend Lot 20 be restricted from driveway access to Westfield Road.

### **ENGINEERING RECOMENDATION**

**We recommend that Concept Approval of the proposed development be approved with the following conditions:**

- **A 60-foot right-of-way is provided from Canyon Crest Road to Westfield Road**
- **An exception to the maximum cul-de-sac length be granted for Canyon Crest Court**
- **The entry islands be removed from the plan**
- **The driveway access to Lot 20 be restricted from Westfield Road**
- **Sidewalk is provided along the entire frontage of the developed property**
- **Westfield Ditch to be re-routed out of Lot 20's building pad with appropriate easements**





Property Boundaries and Utilities are shown for reference only. Though shown generally close, a survey and Blue Stake should be done to locate both accurately.



# Alpine Utilites

1 inch = 150 feet

0 45 90 180 270 360 Feet





**To:** Shane Sorensen, P.E.  
Jed Muhlestein, P.E.  
Alpine City

**From:** John E. Schiess, P.E.

**Date:** July 22, 2016

**Memorandum**

**Subject:** Harvest Meadows Subdivision Hydraulic Modeling Results and Recommendations

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The proposed development consists of a cul-de-sac and 25 homes between Long Drive and Westfield Road adjacent to the LDS Seminary bldg.

I have reviewed the proposed expansion plans with respect to the culinary water system and found the proposed improvements will comply with State of Utah Division of Drinking Water rules and regulations with respect to the minimum sizing requirements of R309-510 and the minimum pressure requirements of R309-105-9. This is based on the following recommendations. Additional comments are included.

The proposed secondary irrigation improvements have been modeled and it appears the proposed development will work fine.

The proposed sanitary sewer improvements have been modeled and proposed development fits well within the sanitary sewer master plan for the area. This was confirmed earlier by an analysis of the proposed Beck rezone proposal.

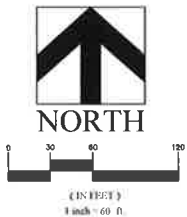
**Recommendations:**

1. Extend a 8-inch culinary mains in all streets and loop through from Long Drive to Westwood Road.
2. Extend a 6-inch pressurized irrigation mains in all streets and loop through from Long Drive to Westwood Road. Main in Harvest Meadows Cul-de-sac can be 4 inch.
3. Extend a 8-inch sanitary sewer mains in all streets.

**Comments:**

4. Fire flow available in the area surrounding the proposed improvements should be over 3000 gallons per minute at 20 psi.





HARVEST MEADOWS (CONCEPT 1)

PROJECT #: 16-031  
LOCATED AT: ALPINE, UTAH  
TOTAL PROPERTY 16.23 ACRES  
TOTAL LOTS 25  
TOTAL DENSITY 1.54 UNITS/ACRE

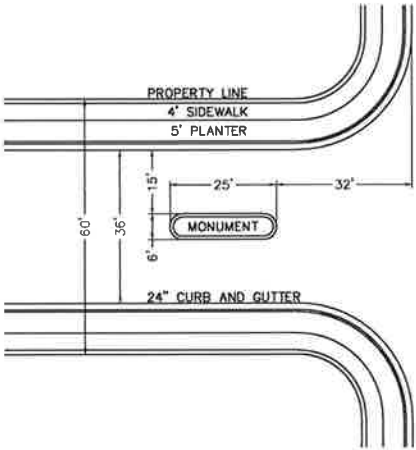
ZONE REQUIREMENTS

ZONE: CR-20000  
LOT SIZE: 20,000 SF  
FRONTAGE: 110'  
CUL-DE-SAC RADIUS: 60'  
ROW WIDTH: 60' & 54'

Curve Table						
CURVE	LENGTH	RADIUS	DELTA	TANGENT	CHORD DIRECTION	CHORD LENGTH
C1	91.33'	119.64'	043°44'05"	48.02'	S56°34'02"E	89.12'
C2	23.04'	15.15'	087°08'25"	14.41'	S08°23'53"W	20.88'
C3	84.56'	491.81'	009°51'03"	42.38'	S47°35'02"W	84.45'
C4	17.51'	264.87'	003°47'15"	8.76'	S56°01'22"W	17.51'
C5	65.74'	1036.00'	003°39'25"	32.88'	S76°32'18"E	65.73'
C6	23.57'	15.00'	090°01'26"	15.01'	N60°16'43"E	21.22'
C7	98.70'	180.00'	031°44'12"	51.17'	N62°29'52"W	98.43'
C8	23.56'	15.00'	090°00'00"	15.00'	N33°21'58"W	21.21'
C9	14.85'	15.00'	055°56'39"	7.97'	N39°36'21"E	14.07'
C10	54.02'	60.00'	051°34'55"	28.99'	N41°47'13"E	52.21'
C11	64.09'	60.00'	081°11'53"	35.48'	N14°36'11"W	61.08'
C12	69.54'	60.00'	068°24'22"	39.27'	N78°24'19"W	65.71'
C14	64.28'	60.00'	061°22'55"	35.61'	S37°42'03"W	61.25'
C18	53.74'	60.00'	051°19'12"	28.82'	S18°39'01"E	51.96'
C17	14.85'	15.00'	055°56'39"	7.97'	S16°20'18"E	14.07'
C18	23.56'	15.00'	090°00'00"	15.00'	S56°38'02"W	21.21'
C21	61.81'	870.00'	003°39'25"	30.97'	N76°32'18"W	61.90'
C25	23.56'	15.00'	089°56'34"	14.99'	N28°43'17"W	21.21'
C28	26.68'	15.00'	101°54'31"	18.49'	N66°13'16"E	23.30'
C29	13.92'	15.00'	053°11'19"	7.51'	S49°30'09"E	13.43'
C30	42.98'	60.00'	041°02'24"	22.48'	S43°25'41"E	42.06'
C31	76.30'	527.00'	008°17'44"	38.22'	S71°56'56"E	76.24'
C32	67.31'	60.00'	064°16'18"	37.69'	N83°54'58"E	63.83'
C33	68.19'	60.00'	068°04'09"	36.02'	N18°44'44"E	65.42'
C34	76.24'	60.00'	072°48'20"	44.24'	N50°41'31"W	71.21'
C35	48.85'	60.00'	047°35'59"	26.46'	S69°06'20"W	48.43'
C36	15.47'	15.00'	058°05'38"	8.50'	S74°51'10"W	14.79'
C37	95.27'	473.00'	011°32'24"	47.80'	N68°49'49"W	95.11'
C38	10.20'	473.00'	001°14'08"	5.10'	N63°26'33"W	10.20'
C39	20.44'	15.00'	078°05'29"	12.17'	N23°46'44"W	18.90'



VICINITY MAP  
N.T.S.



HARVEST MEADOW ENTRY ISLANDS  
N.T.S.

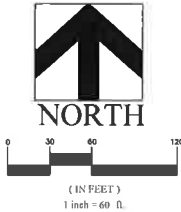
GENERAL NOTE:

INFORMATION PROVIDED ON THIS PLAN IS BASED ON THE BEST AVAILABLE DATA AT THE TIME OF PREPARATION AND MAY CHANGE AT ANYTIME FOR ANY REASON. THIS PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY.

RECEIVED JUL 19 2016

DESIGNED BY:

**FOCUS**  
ENGINEERING AND SURVEYING, LLC  
502 WEST 8360 SOUTH  
SANDY, UTAH 84070 PH: (801) 352-0075  
www.focusutah.com



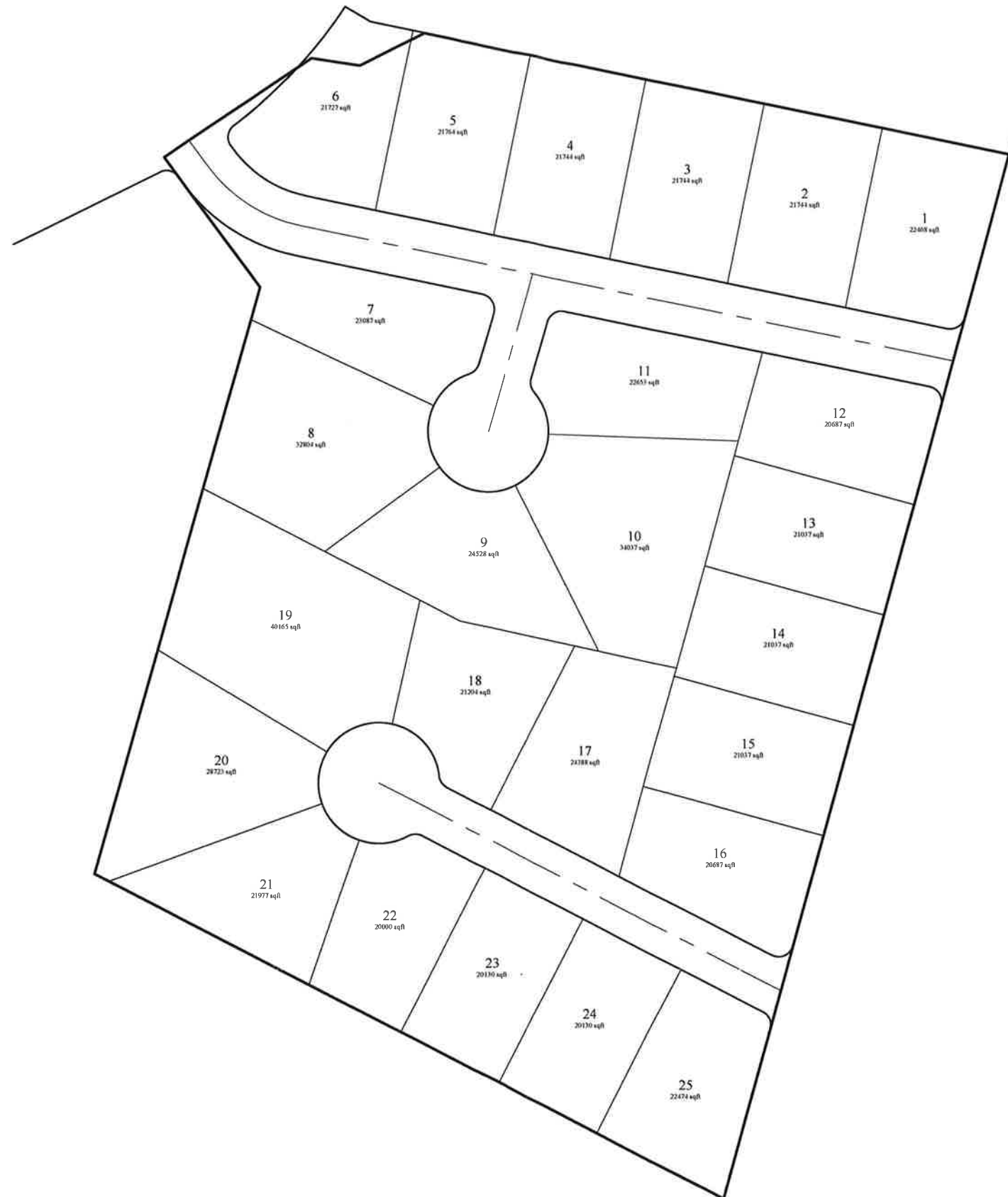
## CONCEPT B

PROJECT #:16-062  
LOCATED AT: ALPINE, UTAH

ORIGINAL PROPERTY	16.23 ACRES
SINGLE FAMILY LOTS	25
TOTAL DENSITY	1.54 UNITS/ACRE

## ZONE REQUIREMENTS

ZONE:	CR-20000
LOT SIZE:	20,000 SF
FRONTAGE:	110' (80' CDS)
CUL-DE-SAC RADIUS:	60'
ROW WIDTH:	60' & 54'



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## **ALPINE PLANNING COMMISSION AGENDA**

**SUBJECT: General Plan Update 2016 – Transportation (Circulation) Element**

**FOR CONSIDERATION ON: 02 August 2016**

**PETITIONER: Staff**

**ACTION REQUESTED BY PETITIONER: Provide Direction for  
Updating the General Plan**

**APPLICABLE STATUTE OR ORDINANCE: Article 2.1 (General Plan)**

### **BACKGROUND INFORMATION:**

Attached is the currently adopted Transportation (Circulation) Element of the General Plan. Staff has been working on getting a traffic study done to help facilitate an update to this element. It was determined that information in the current Transportation Master Plan would be sufficient for now. That plan will be provided to the Planning Commission and is available at City Hall.

The current language should be reviewed and discussed by the Planning Commission and a direction should be given regarding the Transportation (Circulation) Element.

# Transportation (Circulation) Element

The Transportation, or Circulation, Element is designed to provide for the safe and efficient movement of people and goods in the City and does not necessarily indicate existing facilities. Movement in the City needs to be a workable balance between the movement of goods and people with automobiles, pedestrian facilities, bicycles and other non-motorized means while being sensitive to the built and natural environments. All future expansions should be planned and designed to be within the fiscal capacity of the City. These expansions should also maintain enough flexibility to evolve as needs and technology change. The location and design of any new facility should be integrated into the surrounding neighborhood and the community as a whole protecting the character of the City as changes occur. New transportation facilities should be designed to provide maximum durability and minimize maintenance costs.

## **The Vision Statement of the Circulation Element is:**

Alpine City desires to create and maintain a transportation system that is pedestrian friendly, safe, efficient, and aesthetically pleasing while encouraging a multi-modal approach to transportation issues.

## **The Goals of the Circulation Element are:**

**Goal 1** Create and maintain a transportation system that is pedestrian friendly.

Objective: Identify and protect street crossings, particularly near schools and recreation areas.

Objective: Upgrade or install pedestrian safety features at intersections and crossing areas as needed, including ADA ramps.

Objective: Provide proper lighting at pedestrian facilities.

Objective: Provide adequate sidewalk facilities within the City.

Objective: Pedestrian pathways and sidewalks should provide connectivity between uses, such as neighborhoods, businesses, parks, trails, schools, and public facilities.

**Goal 2** Develop and maintain a safe transportation system.

Objective: Follow applicable design and safety standards.

Objective: Review existing bridges regularly to determine if they meet safety standards, including seismic standards; and when feasible, widen, improve, or replace bridges that are obstacles to traffic flow and safety.

Objective: Regularly inventory street conditions and create a phased improvement program to address needed repairs and improvements.

Objective: Establish speed limits based on traffic engineering analysis, and enforce speed limits.

Objective: Implement traffic calming devices when appropriate.

**Goal 3** Develop and maintain an efficient transportation system.

Objective: Develop a hierarchy of streets (arterial, collector, and local) and classify all new roads accordingly.

Objective: Provide a street system that operates at the highest level of service (LOS) possible for peak traffic volumes. Plan for alternative routes to satisfy LOS standards for the future.

Objective: Design an adequate street system in future growth areas and designate sufficient rights-of-way prior to land development or through the plan approval process.

Objective: Control access, intersection spacing, and parking on arterial streets to allow for traffic to flow.

Objective: Improve the guidance of traffic on streets when needed using appropriate traffic engineering solutions.

Objective: Encourage connections between neighborhoods.



Roundabout—Canyon Crest Road  
and Main Street/Alpine Hwy

Objective: Plan for two accesses to each part of town. Developments on residential streets over 450 feet long should be served by at least two accesses.

Objective: Work with adjacent communities and other agencies as appropriate to integrate with regional transportation and preserve future corridor locations.

**Goal 4** Create and maintain an attractive streetscape along City streets.

Objective: Ensure the provision of adequate off-street parking facilities for all land uses.

Objective: Consider planting street and facility-friendly trees along arterial and collector streets.

Objective: Identify main streets where landscaping beautification may be beneficial, including gateways into the City.

Objective: Provide a list of approved trees that includes approved park strip trees to ensure tree roots do not create maintenance problems, that accommodates existing mature trees when possible, and allows native trees to provide a positive appearance.

**Goal 5** Encourage a multi-modal approach to transportation issues.

Objective: Encourage UTA to provide bus service to and within Alpine.

Objective: Provide a balance between cyclist and pedestrian trails to satisfy transportation as well as recreational needs of City residents.

**BACKGROUND**

One of the most visible aspects of growth in smaller communities is the ability (or inability) to provide an adequate transportation infrastructure that efficiently keeps traffic circulating. Alpine City has experienced strong growth over the past fifteen years and the population is expected to increase by approximately 40% over the next 25 years. With this growth, the City will need to continue building and maintaining its streets to sustain a level of service that will facilitate efficient circulation and preserve a safe and small town atmosphere. The City should follow the short and long-term transportation projects as outlined in its Transportation Master Plan.

In the 2005 community survey, Alpine residents responded to numerous questions that will help guide future transportation planning. The survey showed that nearly 50% of respondents work in Salt Lake County or in the Provo/Orem area. That means that a substantial amount of Alpine residents commute to and from Alpine each day via main arterial roads. Additionally, respondents indicated that they do most of their shopping in Lehi and American Fork which results in additional trips on main arterial roads.

**NEW TRANSPORTATION FACILITY REVIEW**

Each roadway, street, and non-motorized transportation facility functions as a part of a larger network designed to create a logical and safe pattern for moving goods and people through the community. Each segment or facility in the network is highly dependent on many other segments. For this reason, it is important to review each development proposal and facility proposal from a larger point of view. As each new facility is planned or constructed, Alpine City should consider how the facility will affect the transportation and circulation system as a whole. If the proposed new facility will have a negative impact on the system as a whole, such as concentrating traffic on a few streets in residential areas, the applicant may be required to address the impact by upgrading existing facilities to meet new demands.



As new transportation facilities are planned or constructed within Alpine they should be reviewed for compatibility with the following key issues. In addition to addressing these issues, all new transportation facilities must satisfy requirements found in Alpine City subdivision and zoning ordinances, and all other relevant laws and standards of the City.

### **Compatibility with Built Form**

A transportation system is affected by the existing land use, street pattern, and environment in which it occurs. Similarly, future development patterns are affected by the development of the transportation system. As transportation facility plans occur, efforts should be made to ensure that the facility and the desired future land use pattern are mutually supportive. The transportation facility should reflect the desired future development pattern in scale, function, and intensity, and should service development patterns.

Retail and commercial areas should be convenient for automobiles, bicycles, and pedestrians; and should include design for ample off-street parking and unloading zones. Residential areas should have facilities designed with safety as the key concern. Parks and other recreational areas should be well served by trails for use by non-motorized modes of transportation along with automobiles. In-fill development facilities should be constructed to provide an appropriate balance between existing transportation facilities and those planned for future use.

### **Integration Into Neighborhoods**

New transportation facilities should be designed to improve the mobility and circulation within and between existing neighborhoods. Smooth transitions, functional intersections, and safety will be given special consideration. All facilities should be completed with future desired development patterns in mind so facilities will adequately handle the increased demand when additional developments are approved.

### **Protection of Natural Environment**

While the construction of any transportation facility will inevitably affect the adjacent natural environment, Alpine City will work to minimize these impacts. Noise, air pollution, cuts and fills, and run off of oils and other pollutants are all concerns related to protecting the natural environment. Appropriate speed limits, noise barriers, vegetation and berms, enforcement of local, state, and federal vehicular noise reduction methods, and appropriate facilities in heavy traffic areas for large trucks can reduce noise impacts.

Enforcement of local, state, and federal air quality methods, including reducing vehicular trips and promoting non-motorized means of travel, will aid in reducing air pollution. Cuts and fills should be minimized to the extent possible without jeopardizing safety. All cuts and fills should be properly repaired and revegetated in accordance with City standards and ordinances. Drainage facilities, which filter out oils and other pollutants prior to their deposit into any watercourse, ditch or canal, should be designed on all new

transportation facilities. Sumps, grease traps, and other means of cleaning run off pollutants should be included in all projects.

### **Safety**

Transportation facilities should enhance safety in the community. Circulation, simplicity, and maintenance should be addressed with safety in mind. The system should provide each neighborhood with adequate access to police, fire, and medical services and for snow removal; and should be designed so that visitors and other users unfamiliar with the City can easily find their desired locations. All new and existing facilities should be properly maintained to minimize the possibility of accidents and injuries. Proper signage should be placed throughout the community to control traffic and guide users.

### **Planning and Priority of Facilities**

All major construction and maintenance of transportation facilities should be included in the City's Capital Facilities Program and planned to increase the effectiveness of each transportation dollar. This Element, including the accompanying Streets Map, should be regularly updated to reflect current development patterns, changes in transportation needs, and projected funding levels. If the City is required to prioritize transportation facility projects, the criteria should include, among other aspects, safety, number of citizens that will receive benefit, and linkages between facilities.

### **FACILITY CLASSIFICATIONS**

Each road and street in the community is classified according to its intended use and capacity. Each of the following classifications represents a different type of roadway and a short description each.

- **Arterial:** A street which serves or is intended to serve as a major traffic way.
- **Collector:** A street of considerable continuity, which is the main means of access to arterial streets.
- **Local (minor):** A street which is supplementary to a collector street and of limited continuity, which serves or is intended to serve the local needs of a neighborhood and to give access to abutting properties.

The Transportation Master Plan Map in Appendix E shows the existing and anticipated new streets.

### **LEVEL OF SERVICE**

To determine when a transportation facility has reached its intended capacity and should be expanded, or a new facility should be constructed, the City has adopted a level of service for the functional class of each facility. The following charts describe these levels of service.

Level of Service	Traffic Flow	Service Description
A	Free Flow	Posted speeds attainable with very little or no interference between vehicles.
B	Stable Flow	Posted speeds attainable with minor amounts of delay and interference. Smooth traffic flow.
C	Less Stable Flow	Posted speeds attainable with periods of delay during peak hours. Congested flow during peak periods of traffic.
D	Approaching Unstable Flow	Posted speeds not attainable during peak periods of traffic. Significant congestion during peak periods of traffic.
E	Unstable Flow	Posted speeds not attainable during peak periods of traffic. Intersection failure and heavy congestion in peak periods.
F	Forced Flow	Heavy congestion even during non-peak periods of traffic. Intersection failure most of the time.

## **NON-MOTORIZED TRANSPORTATION – SIDEWALKS, TRAILS, AND PATHS**

Equally important to the facilities that move people and goods are the non-motorized transportation systems of the City. The non-motorized system should allow for access to all major commercial and recreational facilities in the City, but also provide links to regional and state non-motorized transportation systems.

### **Pedestrian Facilities**

All new developments should address pedestrian needs. Pedestrian facilities in each development will be installed by the developer in a manner agreeable to the Planning Commission and City Council and compatible with the surrounding pedestrian system. Safety of pedestrians should always be the primary concern of the City in approving pedestrian facilities in new development.

### **Trails and Paths**

A detailed description of the location and construction standards for non-motorized trail facilities in Alpine City will be found in the Parks and Trails Master Plan. Funding for the non-motorized trail system will be a combination of development exactions, impact fees, capital expenditures by the City, and any grants that the City may receive.

**ALPINE CITY PLANNING COMMISSION MEETING AT  
Alpine City Hall, 20 North Main, Alpine, Utah  
July 19, 2016**

**I. GENERAL BUSINESS**

- A. Welcome and Roll Call:** The meeting was called to order at 7:05 p.m. by Chairman Steve Cosper. The following Commission members were present. As there were not enough members present to constitute a quorum, no motions were made during the meeting.

Chairman: Steve Cosper

Commission Members: Jason Thelin, Steve Cosper, Jane Griener

Commission Members Not Present: Judi Pickell, Bryce Higbee, David Fotheringham, Steve Swanson

Staff: Jason Bond, Jed Muhlestein, Marla Fox

Others: Ramon Beck, Mayor Wimmer, Lon Lott, Loraine Lott, Roger Bennett, Dana Beck, Annalisa Beck, Sylvia Christiansen, Jaxon Stowe

- B. Prayer/Opening Comments:** Jason Thelin

- C. Pledge of Allegiance:** Steve Cosper

**II. PUBLIC COMMENT**

There were no public comments.

**III. ACTION ITEMS**

**A. PUBLIC HEARING – Beck Pines Concept Plan – Dana Beck**

City Planner, Jason Bond, explained that the proposed Beck Pines Subdivision is located at approximately 600 West Westfield Road and consists of 19 lots ranging in size from 20,004 square feet to 23,903 square feet on a site that is 11.29 acres. The site is located in the CR-20,000 zone. The property was recently re-zoned from half-acre lots to full-acre lots. Staff had only one concern with the proposed concept plan, and that was the potential double frontage on Lot 5. They have requested that the developer situate the home so that it fronts onto the cul-de-sac rather than Westfield Road.

Assistant City Engineer, Jed Muhlestein, presented the engineering review of the proposed concept plan. He confirmed that the developer has proposed street frontages and lot widths that meet code requirements. The plan also shows accurate street widths and sidewalk, curb and gutter along all street frontages. He then presented a map of the subdivision and identified the location of the Westfield ditch. The engineering department has requested that the piping be installed in the ditch, which would assist the building of accurate sidewalks and steer the water away from future building pads.

Dana Beck, the applicant, referenced the concept plan and explained that the existing lot lines would be straightened out. He also explained how they intended to re-route the Westfield ditch.

The Planning Commission briefly discussed the width of the road that runs in front of Timberline Middle School, and it was confirmed that it had been only partially developed. The road would eventually be completed and meet normal street standards for width.

Jed Muhlestein continued presenting the engineering review by identifying the locations of the culinary and secondary water lines, as well as the sewer connection. In regards to storm drainage, he stated that

1 the engineering department would prefer that the runoff go into Fort Creek. He then discussed the  
2 geotechnical report and stated that there were no issues with the land. The adjacent properties have yet to  
3 be developed, so the concept plan includes a temporary turnaround that would allow for future  
4 connection.

5  
6 Chairman Steve Cospers opened the Public Hearing. There were no public comments and the Public  
7 Hearing was closed.

8  
9 Commissioner Jason Thelin asked how this development would affect traffic flow in the area. Jason  
10 Bond explained that the proposed road through the development would likely ease the traffic issues from  
11 the middle school. Commissioner Jane Griener asked if the development would affect the school  
12 crosswalks, and Jed Muhlestein stated that the school board would create their own plan, if necessary.

13  
14 Commissioner Jason Thelin asked if the developer would be required to install street lighting in the  
15 development. Jason Bond explained that this decision would be made by the developer, as residential  
16 lighting was not required by code.

17  
18 **MOTION:** No motion was made for lack of a quorum.

19  
20 **B. PUBLIC HEARING – Open Space Ordinance and Map Amendments (Article 3.16)**

21  
22 Jason Bond explained that the Open Space Ordinance and Map have been reviewed and discussed by both  
23 the Planning Commission and the City Council over the last few months. Both bodies expressed the  
24 desire to have the documents simplified, including the elimination of various designations for open space.  
25 The City Council has reviewed a few options to the map and has decided that two types of open space  
26 (Developed and Natural) should be shown on the map. This means that these types of public open spaces  
27 need to be defined in the ordinance text. The City Council has asked that the Planning Commission work  
28 on this before they consider adopting the changes to the Open Space Ordinance and corresponding map.

29  
30 Jason Bond then presented the proposed map and reviewed the Open Space Ordinance language,  
31 specifying the changes that had been made since the Planning Commission last reviewed the document.

32  
33 The Planning Commission had a brief discussion about the map chosen by the City Council. Jason Bond  
34 explained that the properties included on the map were designated as open space. Any City properties  
35 that are used for purposes other than open space are not included on the map.

36  
37 The discussion then turned to the open space property on 300 North. Mayor Wimmer explained that Will  
38 Jones gave the land to the City to be used for a Polynesian cultural center, but that vision was never  
39 realized. The City received this land in 1998.

40  
41 Chairman Steve Cospers opened the Public Hearing. There were no public comments and the Public  
42 Hearing was closed.

43  
44 In regards to a question from Commissioner Jason Thelin, Jason Bond explained that not all open space is  
45 required to have designated parking. A developed park will be expected to have adequate parking, but an  
46 open space area such as a trail system would not be required to have parking.

47  
48 **MOTION:** No motion was made for lack of a quorum.

49  
50 **C. PUBLIC HEARING – Flood damage Prevention Overlay Ordinance Amendment (Section**  
51 **3.12.8)**

1  
2 Jed Muhlestein explained that Alpine City has recently received a new flood plain map from the Federal  
3 Emergency Management Agency (FEMA). In order to be part of the National Flood Insurance Program  
4 that FEMA manages, Alpine City must have an updated ordinance that goes along with the new map.  
5 This ordinance will allow Alpine residents to continue to obtain flood insurance. He explained that there  
6 are several items included in the proposed language that are not applicable specifically to Alpine City, but  
7 FEMA has required that the language of the ordinance match their laws and regulations exactly.

8  
9 Chairman Steve Cosper opened the Public hearing.

10  
11 Loraine Lott, a resident, expressed her thanks and appreciation for the Planning Commission.

12  
13 There were no further public comments. Chairman Steve Cosper closed the Public Hearing.

14  
15 **MOTION:** No motion was made for lack of a quorum.

16  
17 **D. General Plan Update**

18  
19 Jason Bond explained recently that staff had been working toward commissioning a traffic study to help  
20 facilitate an update to the Transportation Master Plan element of the General Plan. However, it has been  
21 determined that the traffic study conducted in 2005 was sufficient for the time being. It seemed unwise to  
22 spend money on a new study when the current study is not yet out-of-date. Jason Bond commented that  
23 part of the reason they were pushing toward a new traffic study was to appease some of the traffic  
24 concerns being raised by the residents. He then suggested that the best course of action would be to  
25 address the future development of the City through the Land Use Map, making sure that the City develops  
26 in the way that the City Council and Planning Commission envision.

27  
28 Chairman Steve Cosper commented that the current traffic study is projected to the year 2030, and fully  
29 anticipates the build-out of the City. He recommended that the current Transportation Master Plan be  
30 updated with the road projects that have been completed in the past 10 years to more accurately reflect the  
31 volume of future projects. Jed Muhlestein presented the map that is currently contained in the Master  
32 Plan and identified the completed projects.

33  
34 The Planning Commission asked that the map be updated to accurately reflect completed roads in the  
35 City.

36  
37 The Planning Commission again discussed 300 North and its potential development. Mayor Wimmer  
38 confirmed that this road has not been developed to the standard street width, but it would be completed  
39 with the development of the surrounding property. Commissioner Jane Griener commented that the full  
40 improvement of 300 North, and other partially-developed roads, would improve traffic flow in the City,  
41 and this should be reflected in the Master Plan.

42  
43 Commissioner Jane Griener then asked if the Master Plan would identify areas that may have traffic  
44 concerns in the future, such as intersections along Main Street. Several developments will soon be going  
45 into that area, and traffic will increase. She also suggested that the Master Plan include information  
46 regarding areas that could be annexed into Alpine City in the future. Jason Bond stated that he did not  
47 feel that it would be appropriate to include these in the Transportation Master Plan.

48  
49 The Planning Commission discussed the inclusion of other changes that have been made to the City since  
50 the Master Plan was last updated, including re-zoned properties, approved subdivision developments, and  
51 approved schools.

1  
2 Chairman Steve Cospers asked that staff review the map and make the adjustments suggested before the  
3 Planning Commission forwards a recommendation to the City Council.  
4

5 **IV. COMMUNICATIONS**  
6

7 There were none.  
8

9 **V. APPROVAL OF PLANNING COMMISSION MINUTES: June 21, 2016**  
10

11 No motion was made for lack of a quorum.  
12

13 **Adjourn**  
14

15 Steve Cospers stated that the Planning Commission had covered all of the items on the agenda and  
16 adjourned the meeting at 8:20 p.m.

**ALPINE CITY PLANNING COMMISSION MEETING AT  
Alpine City Hall, 20 North Main, Alpine, Utah  
July 26, 2016**

**I. GENERAL BUSINESS**

**A. Welcome and Roll Call:** The meeting was called to order at 6:30pm by Chairman Steve Cosper. The following Commission members were present and constituted a quorum.

Chairman: Steve Cosper

Commission Members: Bryce Higbee, Jason Thelin, David Fotheringham, Steve Cosper, Jane Griener, Steve Swanson, Judi Pickell

Commission Members Not Present: Judi Pickell, Jason Thelin

Staff: Jason Bond, Jed Muhlestein, Marla Fox

Others:

**B. Prayer/Opening Comments:** Jane Griener

**C. Pledge of Allegiance:**

**II. PUBLIC COMMENT**

No comment

**III. ACTION ITEMS**

**A. Beck Pines Concept Plan – Dana Beck**

The proposed Beck Pines Subdivision is located at approximately 600 West Westfield Road and consists of 19 lots ranging in size from 20,004 square feet to 23,903 square feet on a site that is 11.29 acres. The site is located in the CR-20,000 zone.

Bryce Higbee asked why this subdivision wasn't required to have open space. Jason Bond said this subdivision wasn't proposed as a PRD and said there is open space all around the area with Burgess Park and Timberline Middle School and the city didn't think it was needed. He said in the future, the property that was rezoned to the north would be a great place for a trail along the creek extending the trail from Burgess Park up to 200 north. Bryce Higbee said he would like to see a buffer between the neighborhood and the school through open space. Jason Bond said he would be in favor of private open space, but not public open space because of the maintenance.

Steve Cosper said Mr. Beck would have to reduce the amount of lots in the subdivision in order to get the open space and he thought that would lead to a fight at this point. Bryce Higbee suggested taking out the two lots to the north east and making them a grass field for sports groups to use. He said the city would have to work out an agreement with Mr. Beck through a PRD and give more density in order to get the open space.

Jason Bond said this subdivision is not in sensitive lands or special land conditions that require the developer to ask for a PRD so it makes it harder to ask for open space. He also said we are over the required open space in the city. Bryce Higbee said we are adding to the problem without adding to the solution by adding more homes and families that will all use Burgess Park and other park spaces.

**MOTION:** Bryce Higbee moved to approve the proposed Beck Pines Subdivision concept plan with the following conditions:



1. The driveway access to lots 12 and 13 be restricted from Westfield Road, similar to Lot 5
2. Sidewalk is shown to be completed along the entire frontage of Westfield Road as well as throughout the development.
3. The lot line between Lot 6 and the existing Beck residence be straightened.

Steve Swanson seconded the motion. The motion passed with 4 ayes and 0 Nays. Bryce Higbee, David Fotheringham, Jane Griener and Steve Swanson all voted Aye.

#### **B. Open Space Ordinance and Map Amendments (Article 3.16)**

Over the past couple months, The Planning Commission and City Council have both reviewed and discussed the open space ordinance and master plan map. Included are the proposed amendments to each of these documents. Both the Planning Commission and City Council expressed the desire to have both documents simplified and not have several different designations for open space.

The City Council has reviewed a few options to the map and have decided that a few different types of open space (Developed and Natural) should be shown on the map. This means that these types of public open spaces need to be defined in the ordinance text. The City Council has asked that the Planning Commission work on this before they consider adopting the changes to the Open Space Ordinance and corresponding map.

Bryce Higbee asked for a couple of verbiage and punctuation changes in Section 3.16.6. He asked that the language "shall be permitted" be removed from number 4 of both definitions. He asked that semi colons be added instead of periods.

**MOTION:** David Fotheringham moved to recommend approval of the amendments made to the Open Space Ordinance and Map as proposed with the changes that were made to Section 3.16.6 by Bryce Higbee.

Jane Griener seconded the motion. The motion was unanimous and passed with 4 Ayes and 0 Nays.

#### **C. Flood damage Prevention Overlay Ordinance Amendment (Section 3.12.8)**

Alpine City has recently received a new flood plain map from the Federal Emergency Management Agency (FEMA). In order to be part of the National Flood Insurance Program that FEMA manages, Alpine City needs to have an updated ordinance that goes along with this new map. This will allow Alpine residents to continue to obtain flood insurance. It appears like the current language in this section came from FEMA based on the fact that the proposed amended language is so similar.

**MOTION:** Jane Griener moved to recommend to the City Council approval of the proposed amendments to Section 3.12.8 regarding the Flood Damage Prevention Overlay Zone.

Steve Swanson Seconded the motion. The motion passed with 4 Ayes and 0 Nays. Bryce Higbee, David Fotheringham, Jane Griener and Steve Swanson all voted Aye.

#### **IV. COMMUNICATIONS**

No comments

#### **V. APPROVAL OF PLANNING COMMISSION MINUTES: June 21, 2016**

1 **MOTION:** Jane Griener moved to approve the Planning Commission Minutes for June 21, 2016 as  
2 written.

3  
4 Bryce Higbee seconded the motion. The motion passed with 4 Ayes and 0 Nays. Bryce Higbee, David  
5 Fotheringham, Jane Griener and Steve Swanson all voted Aye.

6  
7 **Adjourn**

8  
9 Steve Cospers stated that the Planning Commission had covered all of the items on the agenda and  
10 adjourned the meeting at 7:00pm.