



## ALPINE CITY PLANNING COMMISSION MEETING

**NOTICE** is hereby given that the **PLANNING COMMISSION** of Alpine City, UT will hold a **Regular Meeting** at **Alpine City Hall**, 20 North Main, Alpine, Utah on **Tuesday, August 16, 2016 at 7:00 pm** as follows:

### I. GENERAL BUSINESS

- |                             |               |
|-----------------------------|---------------|
| A. Welcome and Roll Call:   | Steve Cospers |
| B. Prayer/Opening Comments: | Jane Griener  |
| 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 - Amendments to All Zones Prohibiting Heliports (Articles 3.1 – 3.7)

The Planning Commission will review a proposed amendment affecting each zone that will prohibit the installation of heliports.

#### B. PUBLIC HEARING - Storm Drainage and Flood Plains & Flood Damage Prevention Overlay Amendments (Section 4.7.18 & Section 3.12.8)

The Planning Commission will review proposed amendments to the Storm Drainage and Flood Plains section of the subdivision ordinance and Flood Damage Prevention Overlay Ordinance and make a recommendation to the City Council.

#### C. 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: August 2, 2016

### ADJOURN

Chairman Steve Cospers  
August 12, 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: Amendments to All Zones Prohibiting Heliports**

**FOR CONSIDERATION ON: 16 August 2016**

**PETITIONER: Staff**

**ACTION REQUESTED BY PETITIONER: Make a Recommendation to the City Council**

**APPLICABLE STATUTE OR ORDINANCE: Section 3.1.9 (Amendments)**

### **BACKGROUND INFORMATION:**

At the last City Council meeting, a concern was raised by a resident about the landing and taking off of helicopters in the City. The City Council discussed the topic and felt that it was necessary to prohibit heliports from being installed and disturbing the residential neighborhoods in the city.

Draft language is attached and has been reviewed by the City Attorney. The proposed language would apply to all zones.

### **STAFF RECOMMENDATION:**

**That the Planning Commission review the proposed language and make a recommendation to the City Council.**

**3.1.11 DEFINITIONS** (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)

25. **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.

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

**TOWN RESIDENTIAL ZONE (TR-10,000)**

**3.2.9 SPECIAL PROVISIONS**

1. **Heliports.** The installation of a heliport for the use of a helicopter or other manned rotary wing aircrafts capable of vertical takeoff or landing is prohibited.

**COUNTRY RESIDENTIAL ZONE (CR-20,000)**

**3.3.10 SPECIAL PROVISIONS**

1. **Heliports.** The installation of a heliport for the use of a helicopter or other manned rotary wing aircrafts capable of vertical takeoff or landing is prohibited.

**COUNTRY RESIDENTIAL ZONE (CR-40,000)**

**3.4.10 SPECIAL PROVISIONS**

1. **Heliports.** The installation of a heliport for the use of a helicopter or other manned rotary wing aircrafts capable of vertical takeoff or landing is prohibited.

**CRITICAL ENVIRONMENT ZONE (CE-5)**

**3.5.10 SPECIAL PROVISIONS**

1. **Heliports.** The installation of a heliport for the use of a helicopter or other manned rotary wing aircrafts capable of vertical takeoff or landing is prohibited.

**BUSINESS/COMMERCIAL DISTRICT (B-C)**

**3.7.8 SPECIAL PROVISIONS**

13. **Heliports.** The installation of a heliport for the use of a helicopter or other manned rotary wing aircrafts capable of vertical takeoff or landing is prohibited.

## **ALPINE PLANNING COMMISSION AGENDA**

**SUBJECT: Storm Drainage and Flood Plains & Flood Damage Prevention  
Overlay Amendments**

**FOR CONSIDERATION ON: 16 August 2016**

**PETITIONER: Staff**

**ACTION REQUESTED BY PETITIONER: Make a Recommendation to the  
City Council**

**APPLICABLE STATUTE OR ORDINANCE: Section 3.1.9 (Amendments)**

### **BACKGROUND INFORMATION:**

The Utah Pollutant Discharge Elimination System (UPDES) recently issued a new Small Municipal Separate Storm Sewer Systems (MS4) permit that went effective March 1, 2016. Alpine City's storm water system is governed by this MS4 permit. In the process of updating the City's storm drainage design manual to be in compliance with the permit, it became apparent that some ordinance modifications were needed.

The proposed amendments are attached.

### **STAFF RECOMMENDATION:**

**That the Planning Commission recommend approval of the proposed amendments to section 4.7.18 and section 3.12.8 of the Alpine City Development Code.**

# Memo



**To:** Alpine City Planning Commission and City Council  
**From:** Jed Muhlestein, P.E. *JM*  
 Assistant City Engineer  
**Date:** August 4, 2016  
**Subject:** Development Code Amendment – Sections 3.12.8 & 4.7.18

## Storm Water Retention Required

The Utah Pollutant Discharge Elimination System (UPDES) recently issued a new Small Municipal Separate Storm Sewer Systems (MS4) permit that went effective March 1, 2016. Alpine City's storm water system is governed by this MS4 permit. In the process of updating the City's storm drainage design manual to be in compliance with the permit, it became apparent that some ordinance modifications were needed.

First; the city has a "Storm Water Drainage Design Manual" (SWDDM) that is adopted by the City Council. It is the rule book for storm water design. Section 4.7.18 of the Development Code also mentions rules for storm water design. Currently the ordinance is out of date and does not match what is written in the SWDDM. It is proposed the City delete all storm water design information from section 4.7.18 and simply reference the SWDDM.

Second; there are two locations within the Development Code that discuss Flood Plains, sections 3.12.8 and 4.7.18. It is proposed that section 4.7.18 references 3.12.8 and all Flood Plain codes be condensed to section 3.12.8.

Section 4.7.18 was carefully analyzed to ensure nothing is lost in this transition. Sections that are simply crossed out (as shown below) are covered in either the design manual or section 3.12.8. Sections that are not covered elsewhere are highlighted as shown below. Yellow highlights will be added to the SWDDM; gray highlighted areas will be incorporated into section 3.12.8 as noted in this proposal.

### Deletions added to the SWDDM

### Deletions added to the Flood Plain ordinance

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

## PROPOSED CHANGES TO THE DEVELOPMENT CODE

### 4.7.18 STORM DRAINAGE AND FLOOD PLAINS

1. For storm drain design please refer to Alpine City's "Storm Water Drainage Design Manual."

2. For flood plain information please refer to Alpine City Development Code section 3.12.8.

1. Drainage System. Complete drainage systems for the entire subdivision area shall be designed by a professional engineer, licensed in the State of Utah and qualified to perform such work, and shall be shown graphically. All existing drainage features which are to be incorporated in the design shall be so identified. If the Final Plat is to be presented in sections, a general drainage plan for the entire area shall be presented with the first section, and appropriate development stages for the drainage system for each section indicated.

2. Design. The drainage and flood plain systems shall be designed to:

(1) Permit the unimpeded flow of natural water courses.

(2) Ensure adequate drainage of all low points.

(3) Ensure applications of the following regulations regarding development in designated flood plains:

—— a. Construction of buildings shall not be permitted in a designated flood way with a return frequency more often than a 100-year storm.

—— b. Building construction may occur in that portion of the designated flood way where the return frequency is between a 100-year and a maximum probable storm provided all usable floor space is constructed above the designated maximum probable flood level.

c. Where flood way velocities are generally determined to be under five feet (5') per second and maximum flood depth will not exceed three feet (3'), such uses as cultivated agriculture, nurseries, parks and recreation facilities and accessory parking may be permitted.

d. Any use of land is prohibited where flooding would create a public health hazard or problem. This includes shallow wells, uncased deep wells, sanitary land fills, septic tank and on-lot sewage disposal systems, water treatment

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~~plants, and also sewage disposal systems not completely protected from inundation.~~

~~e. Any contemplated flood plain encroachment or channeling shall be thoroughly analyzed and its effect on stream flow determined before such encroachment is undertaken. Any construction, dumping, and filling operations in a designated flood way constitutes an encroachment and must be approved by the Planning Commission, before accomplishment.~~

~~f. Lots that contain land in the floodplain area shall contain a minimum area outside the floodplain corresponding to the underlying zone. For example, a lot in the TR-10,000 zone must have at least 10,000 sq. ft. of land above the 100-Year Recurrence Interval Flood. CR-20,000 lots in a floodplain must have at least 20,000 sq. ft. of land above the 100-Year Recurrence Interval Flood. A CR-40,000 lot in a floodplain must have at least 40,000 sq. ft. of land above the 100-Year Recurrence Interval Flood. Whenever 100-Year Recurrence Interval Flood data is not available, the required area as described above will be five feet above the elevation of the maximum flood of record. (Ord. 2004-13, 09/28/04; Ord. 2016-03, 02/23/16)~~

~~(4) Insure that lots are adequately drained into the city storm drain system as required by the City Engineer. (Ord. 2004-13, 9/28/04)~~

### 3. ~~Drainage System Plans~~

~~(1) The drainage system shall be designed to consider the drainage basin as a whole and shall accommodate not only runoff from the subdivision area but also, where applicable, the system shall be designed to accommodate the runoff from those areas adjacent to and "upstream" from the subdivision itself, as well as its effects on lands downstream.~~

~~(2) All proposed surface drainage structures shall be indicated on the plans.~~

~~(3) All appropriate designs, details, and dimensions needed to clearly explain proposed construction materials and elevations shall be included in the drainage plans.~~

~~(4) Detention basins must be designed to accommodate the 50-year storm. The basins must be designed to drain at a controlled rate, not to exceed 0.2 CFS per acre.~~

~~(5) The minimum allowable pipe size for any portion of the storm drain system shall be fifteen inches.~~



~~4. Detention and Retention Basins. Detention basins shall be designed to accommodate a 50-year storm. Retention basins shall be designed to accommodate a 100-year storm. The basins shall be designed to drain at a controlled rate, not to exceed 0.2 CFS per developed acre. Detention/retention basins shall be graded to a 4:1 slope and seeded and sprinkles shall be installed upon recommendation of the City Engineer and the Planning Commission to the City Council. (Ord. 2002-14)~~

### **3.12.8.7 Administration**

3.12.8.7.2. Duties and Responsibilities of the Floodplain Administrator. Duties and responsibilities of the Floodplain Administrator shall include, but not be limited to, the following:

- a. Maintain and hold open for public inspection all records pertaining to the provisions of this ordinance.
- b. Review permit application to determine whether proposed building site, including the placement of manufactured homes, will be reasonably safe from flooding.
- c. Review, approve or deny all applications for development permits required by adoption of this ordinance.
- d. Review permits for proposed development to assure that all necessary permits have been obtained from those Federal, State or local governmental agencies (including Section 404 of the Federal Water Pollution Control Act Amendments of 1972, 33 U.S.C. 1334) from which prior approval is required.
- e. Where interpretation is needed as to the exact location of the boundaries of the areas of special flood hazards (for example, where there appears to be a conflict between a mapped boundary and actual field conditions) the Floodplain Administrator shall make the necessary interpretation.
- f. Notify, in riverine situations, adjacent communities and the State Coordinating Agency which is the Utah Division of Water Rights, prior to any alteration or relocation of a watercourse, and submit evidence of such notification to the Federal Emergency Management Agency.
- g. Assure that the flood carrying capacity within the altered or relocated portion of any watercourse is maintained.

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- h. When base flood elevation data has not been provided in accordance with section 3.12.8.6.2, the Floodplain Administrator shall obtain, review and reasonably utilize any base flood elevation data and floodway data available from a Federal, State or other source, in order to administer the provisions of section 3.12.8.8.
- i. When a regulatory floodway has not been designated, the Floodplain Administrator must require that no new construction, substantial improvements, or other development (including fill) shall be permitted within Zones A1-30 and AE on the community's FIRM, unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood more than one foot at any point within the community.
- j. Under the provisions of 44 CFR Chapter 1, Section 65.12, of the National Flood Insurance Program regulations, a community may approve certain development in Zones A1-30, AE, AH, on the community's FIRM which increases the water surface elevation of the base flood by more than one foot, provided that the community **first** applies for a conditional FIRM revision through FEMA (Conditional Letter of Map Revision).
- k. Where flood way velocities are generally determined to be under five feet (5') per second and maximum flood depth will not exceed three feet (3'), such uses as cultivated agriculture, nurseries, parks and recreation facilities and accessory parking may be permitted.
- l. Lots that contain land in the floodplain area shall contain a minimum area outside the floodplain corresponding to the underlying zone. For example, a lot in the TR-10,000 zone must have at least 10,000 sq. ft of land above the 100-Year Recurrence Interval Flood. CR-20,000 lots in a floodplain must have at least 20,000 sq. ft. of land above the 100-Year Recurrence Interval Flood. A CR-40,000 lot in a floodplain must have at least 40,000 sq. ft. of land above the 100-Year Recurrence Interval Flood. Whenever 100-Year Recurrence Interval Flood data is not available, the required area as described above will be five feet above the elevation of the maximum flood of record.

## **ALPINE PLANNING COMMISSION AGENDA**

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

**FOR CONSIDERATION ON: 16 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. The current language should be reviewed and discussed by the Planning Commission and a direction should be given regarding the Transportation (Circulation) Element.

Also attached is a draft of the updated 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.

# TRANSPORTATION (CIRCULATION) ELEMENT



## GOAL #1

Create and maintain a multi-modal transportation system that is pedestrian friendly, safe and efficient.



## POLICIES

- 1.1 Connect neighborhoods and open spaces of the City with appropriate trails, sidewalks and bike lanes that support alternate forms of local transportation and recreation.
- 1.2 Promote good traffic circulation by following the Street Master Plan.
- 1.3 Work with adjacent communities and other agencies to acquire financial aid for transportation improvements and regional integration.
- 1.4 Emphasize the maintenance of roads to ensure a high quality road system.
- 1.5 Promote the use of roundabouts and other transportation options to prevent the need for stop lights therefore maintaining the historic small-town rural atmosphere.



**ALPINE CITY PLANNING COMMISSION MEETING AT  
Alpine City Hall, 20 North Main, Alpine, Utah  
Aug 2, 2016**

**I. GENERAL BUSINESS**

**A. Welcome and Roll Call:** The meeting was called to order at 7:00pm 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: Griff Johnson, Tyson McCulloch, Ethan McCulloch, Paul Kroff, Lon Lott, Loraine Lott, Sylvia Christensen, Mayor Sheldon Wimmer, Will Jones, Roger Bennett, Breezy Anson, R.E. Anson, Sheryl Anson, Gregory Gordon, Mrs. Gordon

**B. Prayer/Opening Comments:** David Fotheringham

**C. Pledge of Allegiance:** Tyson and Ethan McCulloch

**II. PUBLIC COMMENT**

No comment

**III. ACTION ITEMS**

**A. PUBLIC HEARING – Harvest Meadows Concept Plan – Public development Partners**

The proposed Harvest Meadows Subdivision consists of 25 lots ranging in size from 20,000 square feet to 40,165 square feet on 16.23 acres. The site is located at approximately 10 South Long Drive and is in the CR-20,000 zone.

Jed Muhlestein said that this property is just south of the Beck property. This subdivision is proposing two roads with a couple of cul-de-sacs. He explained the street system and the right of way.

Jed Muhlestein talked about the concept plan and the length of the cul-de-sac being too long. He said the city is in favor of giving an exception of twenty eight feet.

Jed Muhlestein said sidewalks would be required along all street frontages on both sides.

Jed Muhlestein said the city is not in favor of a monument or center island in the front of this subdivision because of complications with the snowplows and maintenance. He also said the city is not in favor of speed bumps.

Bryce Higbee asked about the intersection and if it would be changed to a three way stop. Jason Bond said it would be changed to a four way stop and showed the area on an aerial map.

Jed Muhlestein said this property is not in any sensitive lands but the city would still require geotech reports.

1 Jed Muhlestein showed on a map an irrigation pipe running through one of the lots and said it would have  
2 to be rerouted. He also said that the two lots on the corner of Westfield and this subdivision would need to  
3 face the road going into the subdivision and not on Westfield Road.

4  
5 Jason Bond said there is already a subdivision with this name in Utah County and asked the developer to  
6 change the name.

7  
8 Steve Cospers opened the Public hearing.

9  
10 Breezy Anson showed on the map one of the corner lots and said this lot is actually part of the Sequoia  
11 subdivision and it was written in the CC&R's that when this lot was developed, the driveway had to come  
12 out on Sequoia.

13  
14 Roger Bennett said this lot is illegal by Alpine City Ordinance because it will have three frontages. Jed  
15 Muhlestein said we would have to put in some conditions that the owner wouldn't be able to use three  
16 accesses.

17  
18 Griff Johnson is the developer and talked about this lot and what his intend was for that lot. He said if the  
19 owner wants to use two accesses, they would have to change the CC&R's.

20  
21 Jason Bond read from the ordinance and it said that double frontage lots are prohibited unless approved  
22 by the Planning Commission and the City Council.

23  
24 Griff Johnson presented his plan for the subdivision and showed on a map where the road would go. He  
25 talked about monuments in the road to curb speeding. He said they would be zero scape with no watering  
26 or lights.

27  
28 Breezy Anson asked if the road to this subdivision would change the building envelope on the pie shaped  
29 lot in the Sequoia Subdivision.

30  
31 Gregory Gordon lives on Sequoia Circle and had concerns about dust and noise through construction. He  
32 asked about the height of the homes and said he would like the power lines buried and not on poles.

33  
34 Mrs. Gordon asked if the schools had been involved in this development and asked the city to contact  
35 them and let them know these new homes are coming in and will impact them.

36  
37 Breezy Anson asked the Commission to change the speed limit on Westfield Road back to twenty five  
38 miles per hour.

39  
40 Councilman Lon Lott said at the last City Council meeting, the school came and gave their projections  
41 that showed that Alpine is actually decreasing in size.

42  
43 Steve Cospers closed the Public Hearing.

44  
45 Jane Griener mentioned to Breezy Anson that the city is working on a traffic study.

46  
47 Jane Griener asked why the city was giving an exception when the length of the cul-de-sac was put in  
48 place to help the fire department. Steve Cospers said this is a tradeoff to get lots off the collector road.  
49 Jason Bond said the 450 requirement is an arbitrary number that our city uses; he said other cities have  
50 much longer cul-de-sacs.

Steve Swanson said he was in favor of the street monuments. Jane Griener said she was concerned that a monument might push people to another street putting an undue burden on another route. She also felt like medians can cause issues with people sliding or crashing into them.

**MOTION:** Jane Griener moved to recommend approval of the proposed Harvest Meadows Concept Plan with the following conditions:

1. 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.
2. That the developer will change or modify the name of the subdivision.
3. A 60-foot right-of-way is provided from Canyon Crest Road to Westfield Road.
4. An exception to the maximum cul-de-sac length be granted for Canyon Crest Court.
5. The entry islands be removed from the plan.
6. The driveway access to Lot 20 be restricted from Westfield Road.
7. Sidewalk is provided along the entire frontage of the developed property.
8. Westfield Ditch to be re-routed out of Lot 20's building pad with appropriate easements.

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

#### **B. General Plan Update**

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.

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

Steve Cospers said most of the streets in Alpine are already built with very few to come.

Jane Griener said she would like to see neighborhoods with proper lighting.

Steve Cospers said he thinks we should scrap this document because it's too wordy and doesn't apply.

Bryce Higbee said he thinks the document is too general and needs to be more specific. He said if we're going to find another access, we better get moving on it.

Jason Bond said transportation is not just cars and we need to look at other modes of transportation. He said we might not have trax but we can connect our trail for more walkability.

Steve Cospers asked if Jason Bond could red line the document. Jason Bond asked the Planning Commission to red line it and send it to him and then he can modify it and bring it back.

The Planning Commission had a discussion about the previous traffic study that was done.

#### **IV. COMMUNICATIONS**

1 No City Council meeting next week because of Alpine Days.  
2

3 **V. APPROVAL OF PLANNING COMMISSION MINUTES: July 19, 2016 and July 26, 2016**  
4

5 **MOTION:** Bryce Higbee moved to approve the Planning Commission Minutes for July 19, 2016 and  
6 July 26, 2016 as written.  
7

8 Steve Swanson seconded the motion. The motion passed with 5 Ayes and 0 Nays. Bryce Higbee, David  
9 Fotheringham, Steve Cosper, Jane Griener and Steve Swanson all voted Aye.  
10

11 **Adjourn**  
12

13 Steve Cosper stated that the Planning Commission had covered all of the items on the agenda and  
14 adjourned the meeting at 8:10 pm.