



***Town of Alpine
PUBLIC HEARING MINUTES***

***DATE: June 21, 2022
TIME: 6:30 p.m.***

***PLACE: Town Council Chambers
TYPE: Public Hearing***

Call to Order: Mayor Kennis Lutz called the Public Hearing to Order at 6:30 p.m.

Council Present: Councilmen Burchard, Dickerson, Fritz, Larsen and Mayor Lutz.

Public Present: See attached sign-in sheet. Mr. Ron Marlette participated via telephone.

Mayor Lutz welcomed those in attendance and stated that this Public Hearing is to give the public an opportunity to discuss the preliminary approval of the Major Subdivision Application for Elkhorn Meadow.

Public Comments:

Mr. Marlowe Scherbel stated that this is the piece of land that was recently annexed. This consists of 20 units across the street from Targhee Place on the north side of Elk Horn Drive. It is a little under 3 acres. These are going to be townhouse units. (Mr. Scherbel referred to a map of the project.) The units are built as one building with a shared wall which creates two units. There are storage units that go with each building. Sewer is coming through Targhee Place and there three different manholes. We are going to connect to the center. Mr. Scherbel showed where the water line will enter on the map. The interior roads will be owned and maintained by the Homeowner's Association (AVR HOA). This project will be constructed in phases. The front buildings will be completed first to tie into water and sewer and bring the utilities through the property. There has been concern expressed over accessing the buildings in the back of the property but there is an alternate access through the back of the property for the construction vehicles.

Mr. Dave Kennington of Sunrise Engineering introduced himself and stated that the Planning and Zoning Commission made recommendations to be addressed before approval is granted. These items are water, sewer, traffic, Development Agreement and review by the Town Engineer. Mr. Kennington stated that the first item to address was the sewer. The sewer has been extended through Targhee Place to the to the landscaping berm that sits right along the property line on Elkhorn Drive. That is the proposed connection point. From there, the sewer would be extended through a couple of manholes into the development. This would be an 8-inch sewer. Again, this would be a two-phase development. The first phase would bring it part way into the development and then the next phase would take it to clear to the to the far end where initially there would be a cleanout at the end and eventually a manhole at the end. The size of the manhole was discussed. These manholes are five to six feet deep which will work for slab on grade units such as these.

Mr. Kennington then addressed water. On the north end of Targhee Place, there is a fire hydrant right at the first intersection off Highway 26 and that hydrant is served by a six-inch line and then intersects with a four-inch line (refers to the map). This is a small grid that services Targhee Place and this grid connects from two directions to the fire hydrant. Targhee Place itself is at the end of a six-inch line. The concern raised by Mr. Mark Baron at the Department of Environmental Services (DEQ) is that this six-inch line may run afoul of the 250-Foot Rule. The 250-Foot Rule is going to go away in the next iteration of the plan so instead of just having that hard and fast rule, we will be looking at the water model itself to decide if it is adequate. Now in this development, this part of the project is in one of the lowest spots on the on the system, and so it has a pressure there of 90 to 100 PSI range and the fire flow at the hydrant at the end of the line is on the order of 1,300 gallons per minute. The line into the development would be 8-inch because it is a single line. It is not looping. The concern about connecting into that six and four-inch lines is allayed by the results of the water model. Mr. Baron at DEQ suggested we ask for a variance from the from the rule about having a 250-foot limit on a 6 inch line which we will do. Targhee Place may already operating under a similar variance. The water model shows that there is adequate pressure to provide fire flow. The water system will be constructed in a phased manner as well. The first phase would bring water into the development, and it would end with a fire hydrant at the end of the line. Location and depth of water and sewer lines at the buildings were discussed.

Mr. Kennington then discussed roads. Primary access for these people will be on Elkhorn Drive which turns and comes down to join U.S. Highway 26. Mr. Darin Kaufman from Wyoming Department of Transportation (WYDOT) required a traffic study which was performed by Sunrise Engineering. Mr. Kennington gave the results of the study. The number of vehicles is very low so, two more vehicles per hour is not going to have a great impact. With the study results completed, Mr. Kauffman stated that this is now under the town's purview. It is up to the town to decide if further study is needed. Mr. Kennington did not recommend further traffic studies for this project. Also, there will not be an issue with people backing up onto the highway while trying to turn off. Most of the people will be going south so the incoming and outgoing traffic will not interfere with each other. With respect to the roads, it appears that these plans would be suitable. There will be a paved private road within the subdivision, but the town would have not involvement in that save a utility easement to service the water and sewer as needed.

Ms. Christine Wagner stated that the Alpine Fire District sent correspondence indicating that they are fine with the project. No comments have been received from the Town Engineer, but he has received copies of all the correspondence.

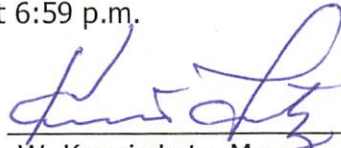
Mr. Scherbel reviewed the recommendations from the commission. First, there is submittal of infrastructure, fees, connections recapture performance, perhaps a bond. Second is the traffic study and whether the town requires additional study. Third is the Development Agreement which is different that what the town may be used to. We are not expecting that to be signed tonight. In this kind of a development, they are building the actual structures as townhouses, so sales and occupancy are going to happen once they have everything done, the building is done. The utilities are in place. Basically, they would ask for a final plat after they have the improvements and buildings completed as opposed to the projects where people are buying a half-built building. Mr. Scherbel explained the differences between this agreement and the Lotshaw agreement that the town recently approved. This agreement does not require the surety bond as it is complete before a sale unlike the

previous development agreement. Mayor Lutz stated that the Development Agreement needs to be reviewed by the Town Attorney and Mr. Marlette's attorney.

Mr. Scherbel stated that the conditions except for fee payment, review by Town Engineer and the finalization of the Development Agreement have been satisfied and asked that the council approve the preliminary Major Subdivision.

There were no additional public comments pertaining to the preliminary approval of the Major Subdivision Application for Elkhorn Meadow.


Mayor Lutz closed the public meeting at 6:59 p.m.



W. Kennis Lutz, Mayor

7/19/22
Date

Minutes taken and transcribed by:



Sharon L. Backus, Town Clerk/Treasurer

7-19-2022
Date

Attest:





Sharon Backus, Town Clerk/Treasurer

7-19-2022
Date

** Minutes are a brief summary of the taped recording of the meeting. **



Public Hearing Preliminary Approval Major Subdivision Application Elkhorn Meadow
Attendance Sheet
Date: June 21, 2022

[illegible]