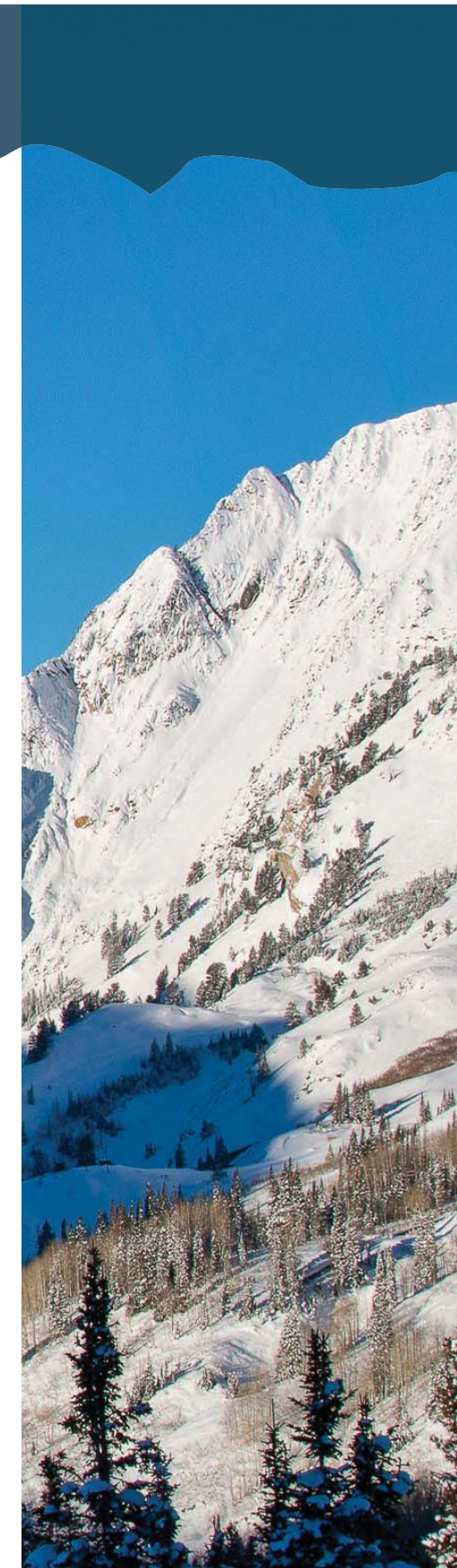


TOWN OF ALTA COMMERCIAL CORE PLAN




APPENDICES / DECEMBER 8, 2016





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A EXISTING CONDITIONS REPORT

Town of Alta Commercial Core Plan
Existing Conditions and Analysis
A Working Document

December 8, 2016



Landmark Design Team

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PURPOSE

This report summarizes key investigations and analyses undertaken as part of developing a Commercial Core Plan for the Town of Alta. It focuses on a summary of public input, documentation and analysis of existing conditions, and key conclusions that will help guide plan development. The assessments are divided into five main topic areas, as follows:

- 1. Public Input
- 2. Land Use Opportunities, Place-making, Community Design & Built Form
- 3. Transportation
- 4. Economics
- 5. Utilities (water, sewer, natural gas and electrical)

This report is intended to summarize preliminary data and information assembled by the Landmark Design Team. The information is not intended to be definitive or terminal in nature, but to help inform the development of alternative Commercial Core Concepts and the Plan to follow.

1 Public Input

SUMMARY AND ASSESSMENT OF PUBLIC SCOPING MEETING ACTIVITIES & INFORMAL SKIER INTERVIEWS

PUBLIC SCOPING WORKSHOP

A Public Scoping Meeting was held on January 25, 2016 to gather public input on issues and ideas for the Commercial Core. The meeting was comprised of three activities asking participants to indicate where they spend their time when in Alta, what they like best about Alta and what they think is "missing" (or what Alta needs). The following is a description of workshop activities and summary of results.

ACTIVITY 1: WHERE DO YOU GO?

Activity Description: Scoping Meeting participants were asked to place a colored dot on places they spend their time. The color of dots represented the frequency of visits (red = daily, green = 1x week, yellow = 1x month and blue = occasionally). The number of dots per location were tallied, and adjustments made for frequency of visit, to come up with an overall score.

Top Places Visited

- 1. Alta Ski Area
- 2. Alta Ski Area Ski School/Day Lodge
- 3. Alta Lodge
- 4. US Post Office
- 5. Albion Basin

ACTIVITY 2: A TYPICAL DAY AT ALTA

Activity Description: Scoping Meeting participants were asked to draw or describe their daily “path” including places they went on an average day (in both summer and winter months), what they saw and how they got around (by foot, skis, car, etc.). Note: Responses indicated on the figure likely do not include all places a person goes on a regular basis.

Summary

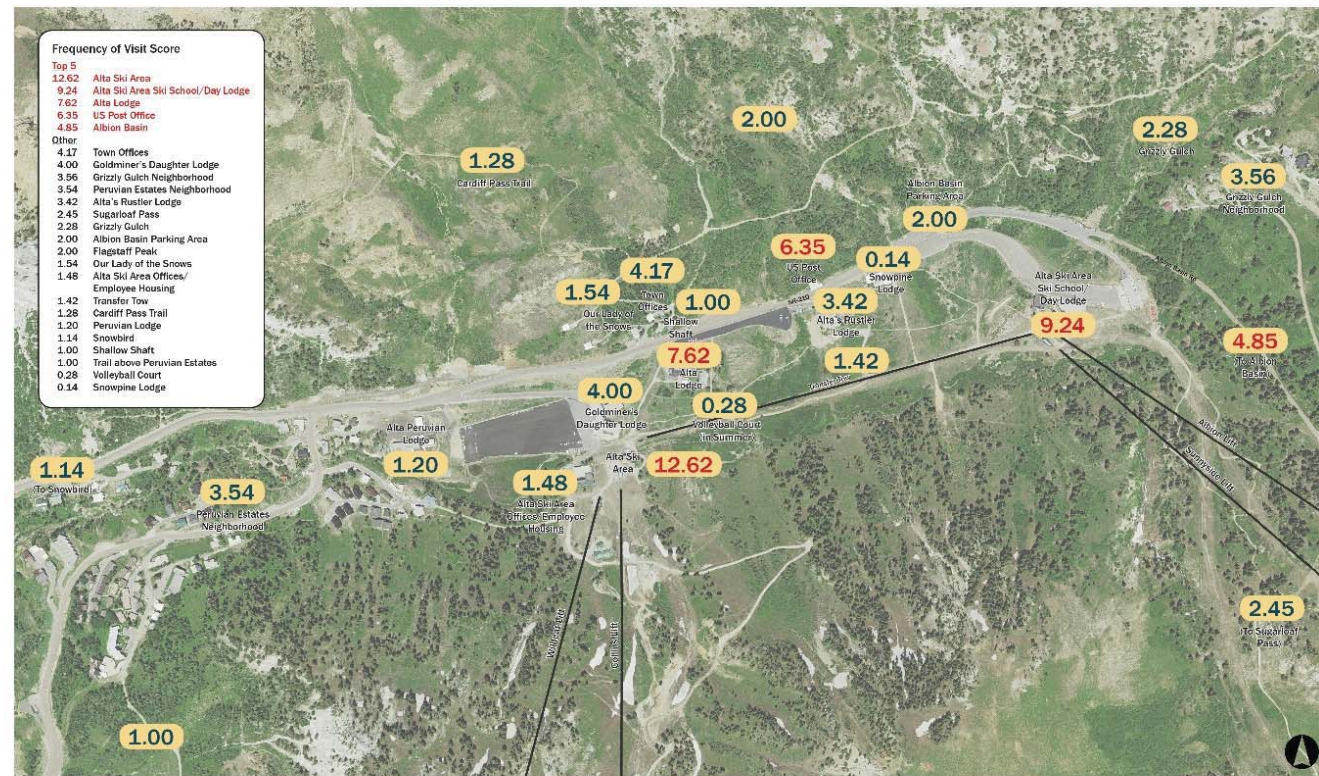
Of the twenty-six individuals who participated in the “A Typical Day at Alta” activity, thirteen indicated that they live in the Salt Lake Valley and come to Alta regularly (for work, skiing, hiking, etc.) Ten individuals indicated that the live in Alta; five from the Grizzly Gulch neighborhood, three from the Peruvian Estates neighborhood, and two at the Rustler Lodge (employees/seasonal residents). Two of the participants with residences in Alta use the home as a second home.

The majority of the daily routes and places visited are related to work activities and/or the two most popular outdoor activities for the area: skiing and hiking. Other activities, but with less popularity or frequency, included: road and mountain biking, rock climbing, camping, and cross-country skiing.

As expected, visits to the lodges and ski area buildings are substantially more frequent during the winter months, with those in the Wildcat Base area being more frequently visited. During the

WHERE DO YOU GO?

Activity Description: Scoping Meeting participants were asked to place a colored dot on places they spend their time. Colors of dots varied based on frequency of visit (red = daily, green = 1x week, yellow = 1x month and blue = occasionally). Number of dots per location were tallied, and adjustments made for frequency of visit, to come up with an overall score.



A TYPICAL DAY AT ALTA

Activity Description: Scoping Meeting participants were asked to draw or describe their daily "path" including places they went on an average day (in both summer and winter months), what they saw and how they got around (by foot, skis, car, etc.). Note: Responses below likely do not include all places a person goes on a regular basis.



summer months the Albion Basin area is the center of activity. The post office and town offices have equal visitation numbers throughout the year.

ACTIVITY 3: WHAT DOES ALTA HAVE? / WHAT IS ALTA MISSING?

Activity Description: The two posters were attached to the walls at the Public Scoping Meeting displaying ideas and comments from regarding “What Does Alta Have?” and “What is Alta Missing?” Scoping Meeting participants were asked to place an ‘x’ by ideas they agree with.

Ideas and comments included under the two topics were developed based on input gathered from an Advisory Committee meeting (held on January 24, 2016) and previous Town of Alta visioning and public participation exercises held including “The Future of Alta” Visioning Meeting (April 2009), Myles Rademan’s Re-Thinking Alta Research/Presentation (February 2009), and the Planning Commission Vision Statement Public Hearing (2011).

What Does Alta Have? - Top Responses

- 1. Unique skiing experience
Hiking
Careful, intentional development
- 2. Wildlife habitat
Family-friendly skiing options
Open space
- 3. Skiing in a natural environment
Simple natural beauty in winter and summer

Watershed protection
Limited development

What is Alta Missing? - Top Responses

- 1. Good Public Transit
- 2. Improved Trailheads & Summer Facilities
- 3. Year-Round Small Businesses (e.g. bakery/coffee shop/deli/small convenience or grocery store)
- 4. Less Car Traffic
- 5. A Pedestrian-Friendly Place

ACTIVITY 4: WHAT MAKES ALTA ‘ALTA’?

Activity Description: Participants were asked to help us visualize what makes Alta unique by sending a photo that represents what makes Alta ‘Alta’ in their eyes.

Summary of Results

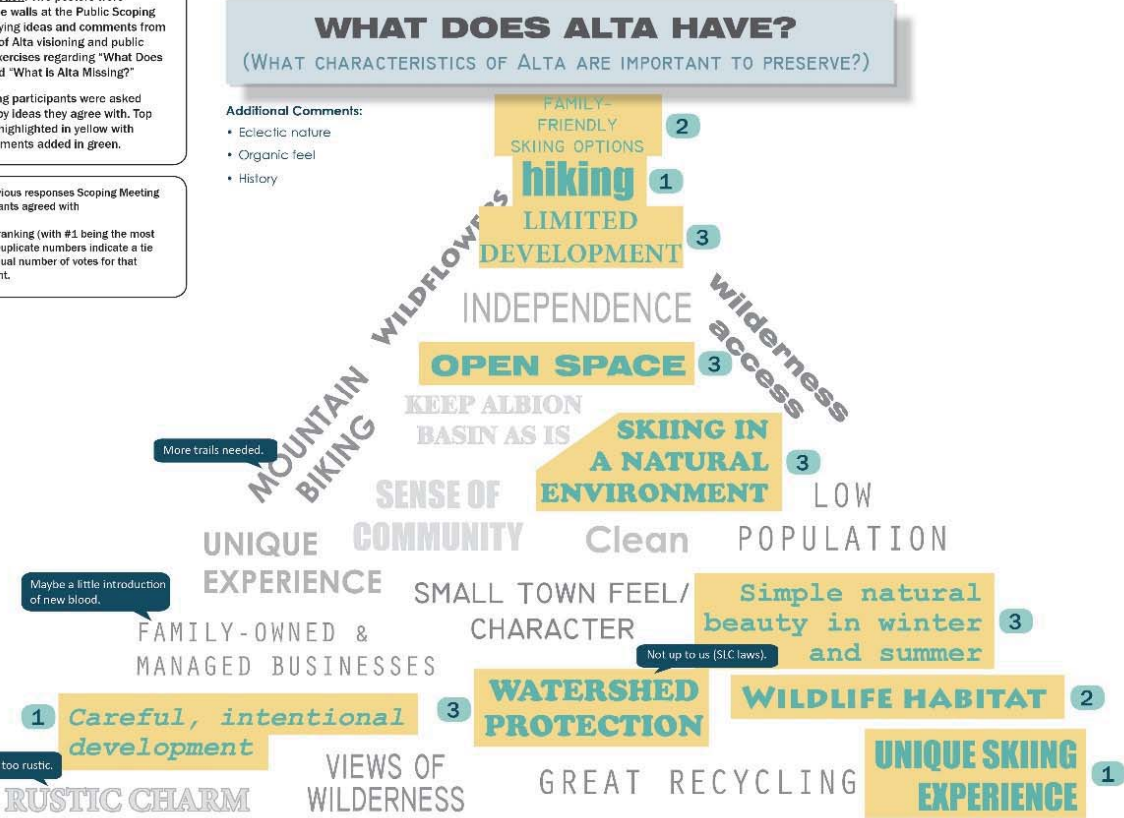
The Town of Alta is first and foremost a place for skiers. Hubs and centers for people during the winter are primarily located at the Alta Ski Area. During the summer months, Alta becomes a launching point for another primary outdoor recreational activity: hiking. There are only a few year-round community gathering places, including Alta Lodge, the Town of Alta Office and the Post Office. Alta Lodge is the only business that is consistently open during winter and summer months, and even it closes for 2-3 months of year during the shoulder season. Activities are primarily focused around the natural environment (downhill skiing, cross country skiing, hiking, biking, rock climbing, etc.)

Activity Description: Two posters were displayed on the walls at the Public Scoping Meeting displaying ideas and comments from previous Town of Alta visioning and public participation exercises regarding “What Does Alta Have?” and “What is Alta Missing?”

Scoping Meeting participants were asked to place an ‘x’ by ideas they agree with. Top responses are highlighted in yellow with additional comments added in green.

Top previous responses Scoping Meeting participants agreed with

Overall ranking (with #1 being the most liked). Duplicate numbers indicate a tie or an equal number of votes for that comment.





According to the input of local residents, the key features and elements that make Alta unique are related to its unique outdoor environment and include both active recreation (resort skiing/ access to backcountry skiing and hiking) as well as more passive activities (observing wildlife, viewing the landscape, engaging with open space, and appreciating the watershed and unique Albion Basin locale). And, they also consciously focus less on the built environment (“careful, intentional development” and “limited development”). This idea is easily supported by the lack of structures and buildings in the photos that were sent in response to the question “What Makes Alta ‘Alta’?”

Informal interviews and discussions with business owners and operators, employees and others reflect a wider diversity of concerns and visions for the future. It was expressed that the town and ski area have been static for too long, and are now being choked by the expansion of Snowbird and at risk of losing its market brand and ability to provide a positive ski experience. There is also some concern that the town is not using its limited resources well, and should instead be a shining example of ski town sustainability.

- Key issues/needs for the Town include:
- Transportation (too many cars and insufficient public transit)
 - Pedestrian safety
 - Improved trailheads and summer facilities
 - Having year-round businesses to provide for the basic needs of the Town population.

INFORMAL SKIER INTERVIEWS

Skiers were interviewed on Friday, February 12, 2016 from approximately 2:30 PM to 4:00 PM in order get a sense of their needs and desires for a future Commercial Core. The interviews were conducted simultaneously at the following locations:

- Goldminer's Daughter Slope Side Cafe – outdoor terrace
- Albion Grill (cafeteria and outdoor terrace)/ Alta Java

A total of 34 individuals and groups of skiers were interviewed, 21 at the Goldminer's Daughter location and 13 at the Albion sites. The weather was warm and sunny, and the majority of people interviewed had recently completed their ski day, and were enjoying an "après -ski" rest.

The interviews asked for responses to the following seven questions:

- Where are you from?
- Where are you staying?
- Is this your first time to Alta/
- Where did you park and why?
- Why do/did you come to Alta to Ski?
- What is Alta Missing?
- Do you come here during the off-ski (summer) season? If so, why?

The following is a breakdown of responses by interview site.

Goldminer's Daughter:

Only three of the individuals and groups interviewed were from Utah, with the rest from locations across the US, primarily the East Coast and California. One group was from Brazil. The majority of out-of-town visitors were staying in Sandy or near the mouth of the canyon with friends or at motels, two groups were staying in Salt Lake City with friends, three groups were staying at Goldminer's Daughter, and three groups were staying in Park City.

Most of the respondents were either parked at the Goldminer's Daughter (lower) parking lot or had been shuttled to Goldminer's Daughter from the airport. Two groups of local residents (both retired) had used the bus.

The reasons respondents chose Alta were generally related to the good skiing and the reputation of the ski area, as well as the absence of snowboarders. Other reasons stated follow:

- the high-caliber of skiers
- the charm and "old-timey" ambience
- small resort/big mountain
- ease of access
- great vibe
- not fancy
- all about skiing and not the other stuff
- I'm a season pass holder
- someone else organized the trip
- we like to switch from resort to resort

- Mountain Collective member
- backcountry access
- friendly people

Respondents generally found little missing from the Alta experience, and most indicated they liked it as is. The few suggestions provided include the following:

- After-ski opportunities
- Late afternoon food/ bar food (sliders, tacos, etc.)
- Food trucks
- Music/bands at day lodge area
- A small store for basic provisions
- Too much traversing required
- No family entertainment options like Park City and Snowbird
- Nightlife
- A hot dog stand at the top, poutine stand at the base
- Need better bus service

Only three of the interviewed group members had been to Alta during the summer, all were local residents and came to hike.



Albion Grill/Alta Java:

Two of the individuals and groups interviewed were from Utah, with the rest from locations across the US. One family was from Hawaii. The majority of out of town visitors were staying at various locations within the Salt Lake Valley (Sandy, Cottonwood Heights, Midvale, West Valley City, Salt Lake City) with family or at hotels, one group was staying in Bountiful, two groups were staying in Park City, and one group had rented a house in the Alta area (at Superior Point).

Most of the respondents were parked at the Albion Basin (upper) parking lot. One of the local residents had used the bus.

The reasons respondents chose Alta were generally related to the variety of ski runs/terrain, because family or friends know and love Alta, and the absence of snowboarders. Other reasons stated include the following:

- a great ski school for kids with easy drop off/pick up
- friendliness
- it seems protected weather-wise
- it’s down-to-earth
- the natural beauty of the area
- it’s simple
- it’s intimate (not vast)

Respondents generally found little missing from the Alta experience, and most indicated they liked it just as it is. The few suggestions provided include the following:

- Needs better parking
- Nicer buildings
- A lift to the hillside restaurants
- Restaurants
- Places to go after skiing
- Shopping (outdoor sports stores, local artisan shops, etc.)
- Ability to host a conference
- Clearly marked runs (more guides or markers)

Only the two local individuals had been to Alta during the summer and had come here to hike.

Conclusions/Summary

It should be stressed that this was an informal interview to get a sense of sense of skier needs and desires for a future Commercial Core, and not a definitive study.

There was general agreement from respondents at both locations that the reason they come to Alta is for the great skiing. Most respondents were overwhelming positive about the experience, and found only minor areas for improvement, primarily related to a desire for more after ski opportunities. The interview respondents at Goldminer's Daughter seemed to be generally older, less family-focused and more familiar with the ski area, while those at the Albion Grill location were dominated by families (some with children) and tended to be more novice skiers.

2 Land Use, Community Design & Built Form

LAND USE OPPORTUNITY ASSESSMENT

Identifying the best sites for future growth and development is an elemental function of this planning effort. In order to ensure that sensitive natural areas are protected and development is located at the most suitable locations, a systematic GIS overlay process was applied to the core area. Both physical and man-made conditions were mapped and analyzed, primarily utilizing data from the Town of Alta and AGRC, and with limited data from Mountain Accord sources.

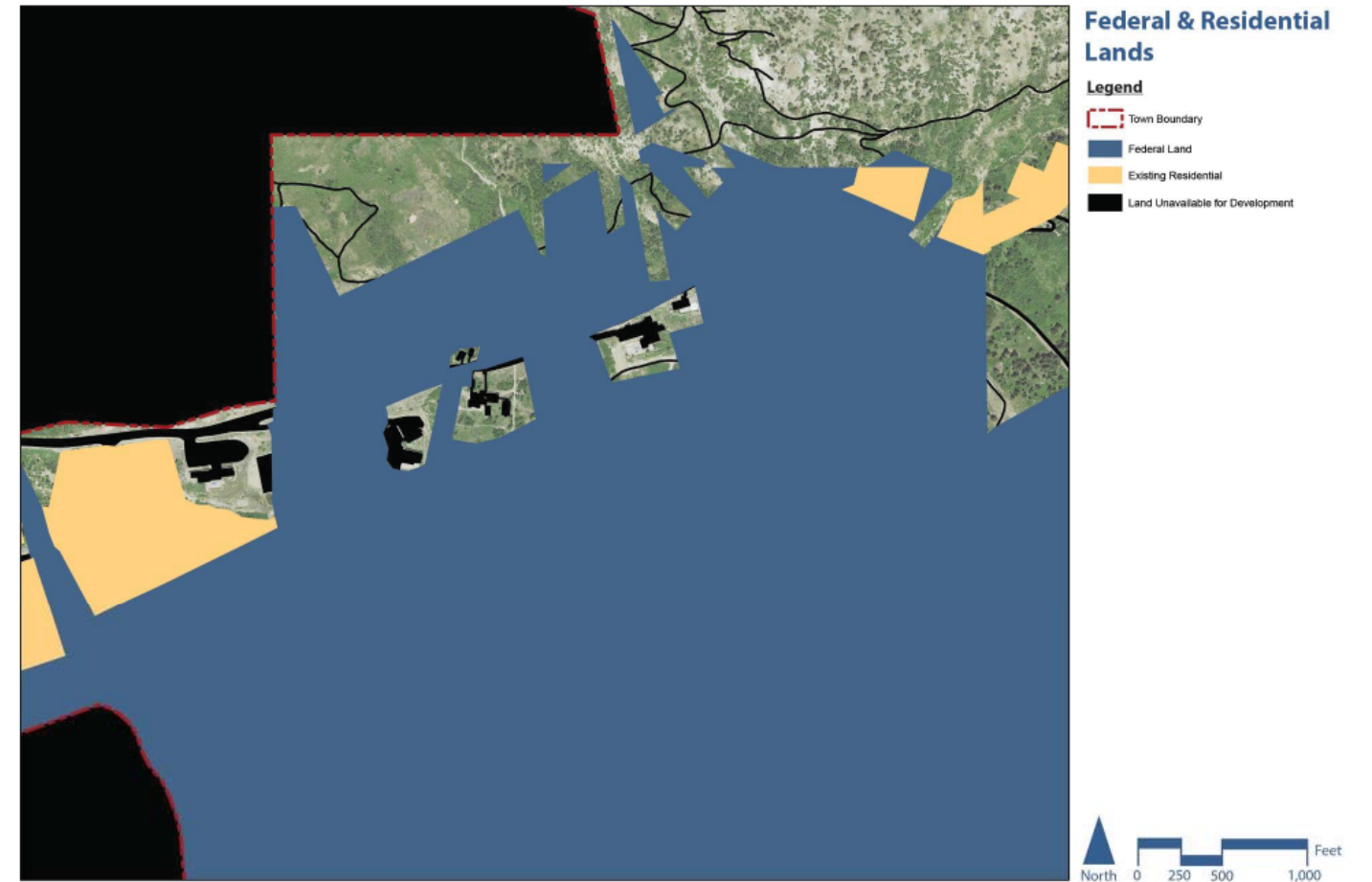
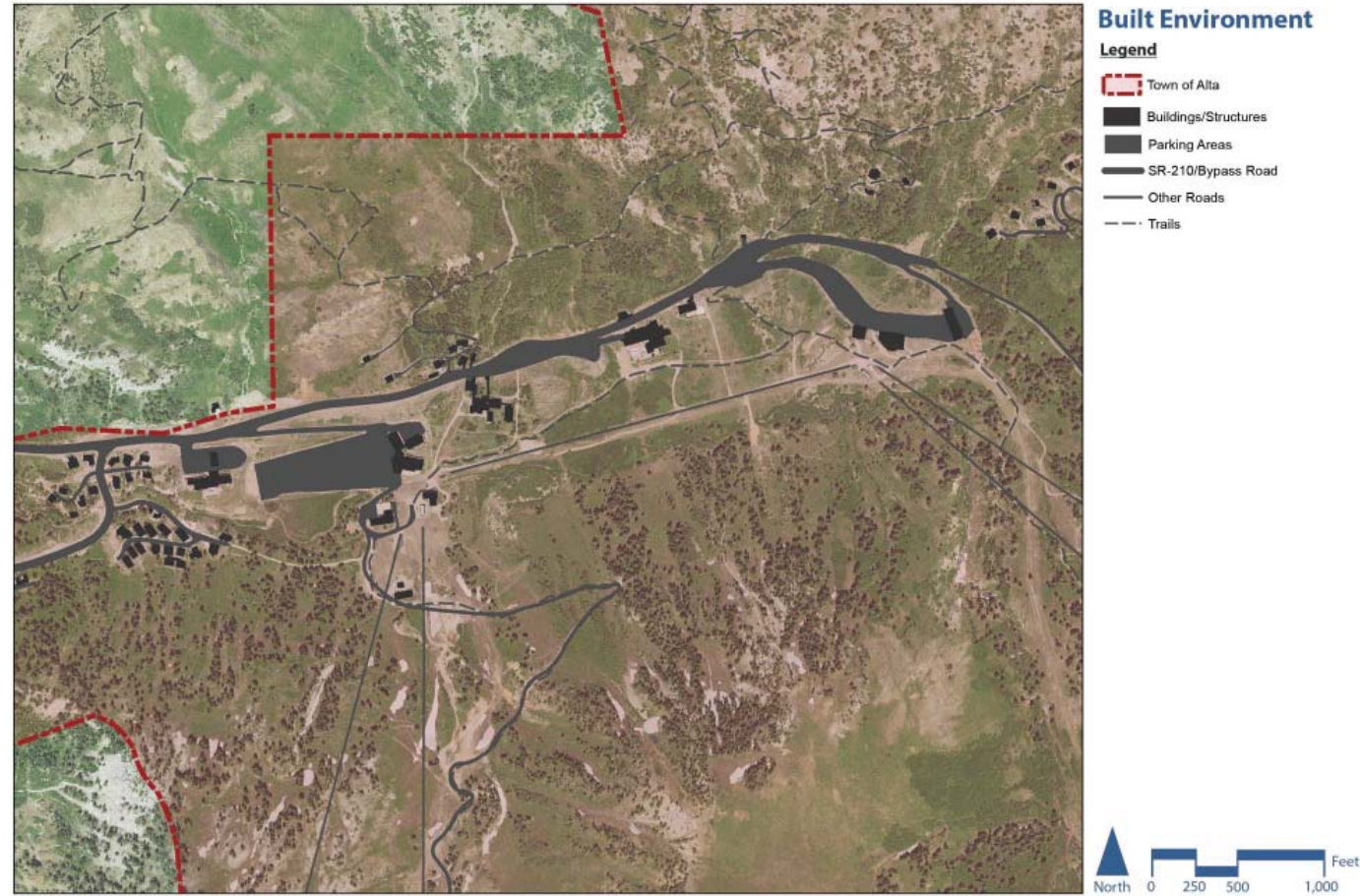
As illustrated in the accompanying maps, the overlay process eliminated the following areas from consideration:

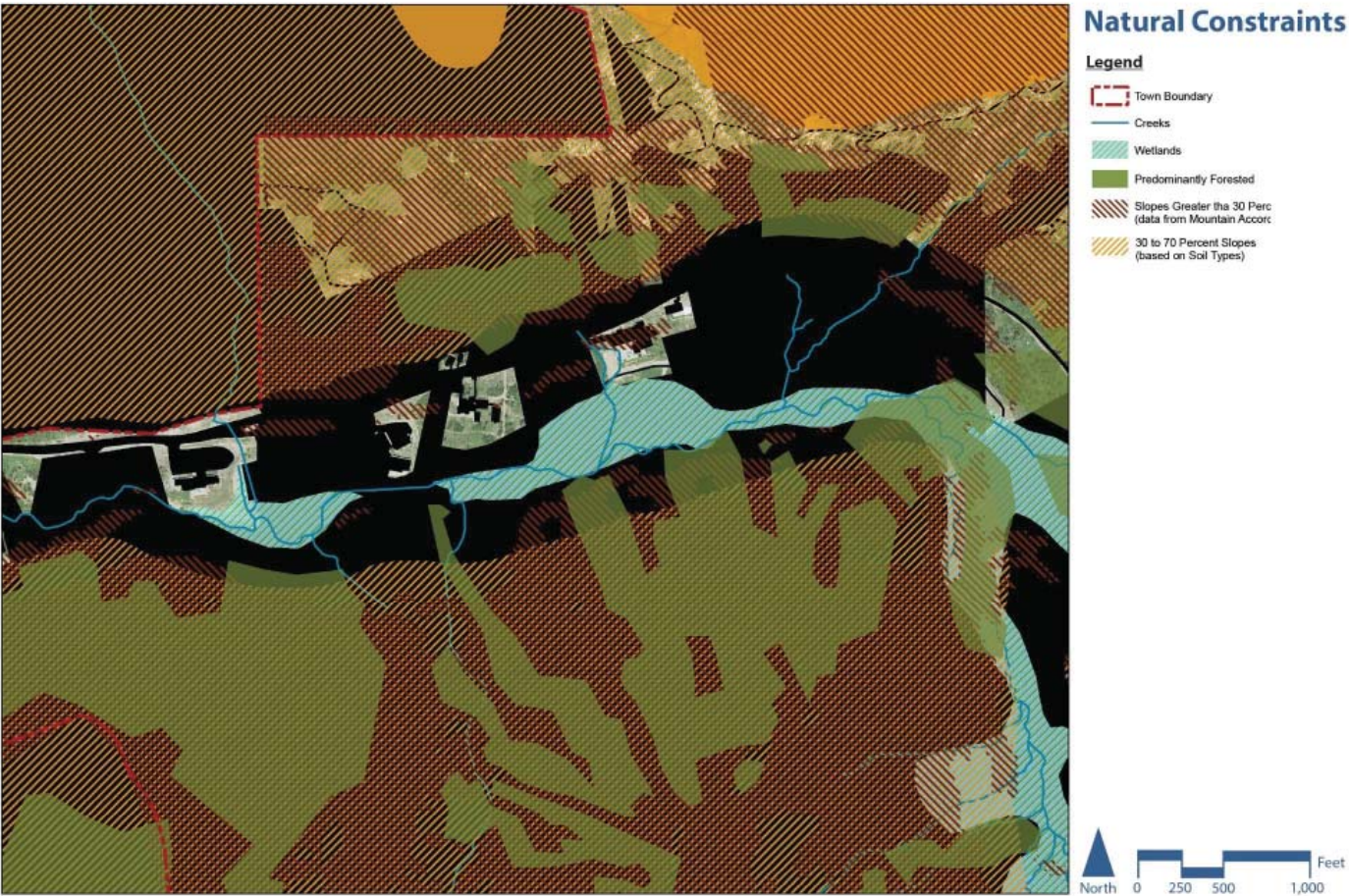
- **Built Environment**
existing buildings, parking, roadways, etc.
- **Federal and Private Residential Lands**
- **Natural Constraints**
creeks, wetlands, areas that are predominantly forested, areas with slopes greater than 30-percent, areas with slopes between 30 and 70 percent, and rock outcrop areas
- **Potential Land**
Private land tracts that are either vacant, developed, or partially-developed. Development is currently limited to these sites.
- **Potential Land within the Land Trade Area**
Includes areas that are currently federally owned that would be suitable for development according to this model. Also includes the existing privately-owned parcels.

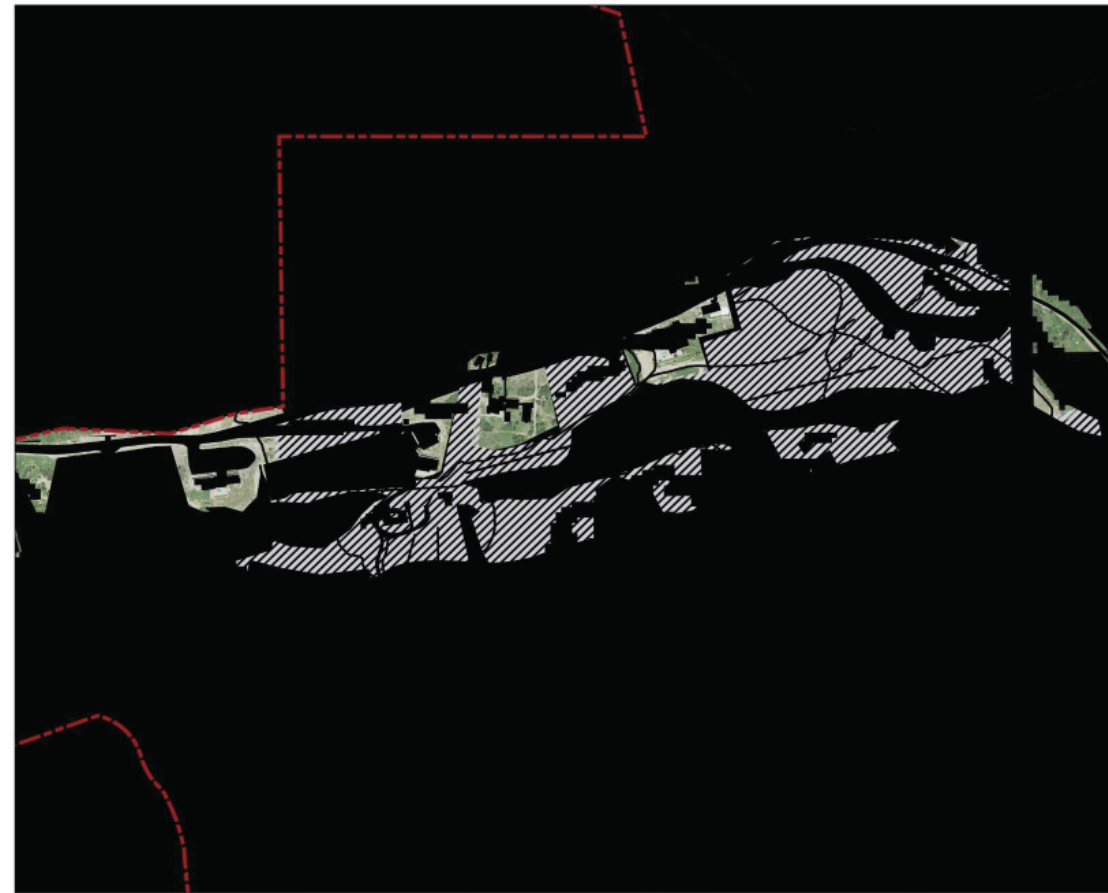
CONCLUSION

Without a land trade, areas with potential for accommodating growth and development are limited. The inclusion of federal land which might be part of a land swap as discussed in the Mountain Accord process increases opportunities significantly.

It should be noted that the purpose of this exercise is to provide a general sense of the sites and locations that are most suitable for development, and which sites and areas should be preserved and protected. Since the base mapping that was available was not fully rectified and correlated, a level of interpolation and the application of broad generalizations were assumed. It is therefore stressed that all potential sites will need to be carefully scrutinized and conditions verified on-site visits and through other means in order to provide a more definitive determination of planning-level opportunity and suitability.

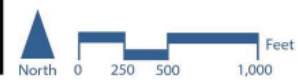






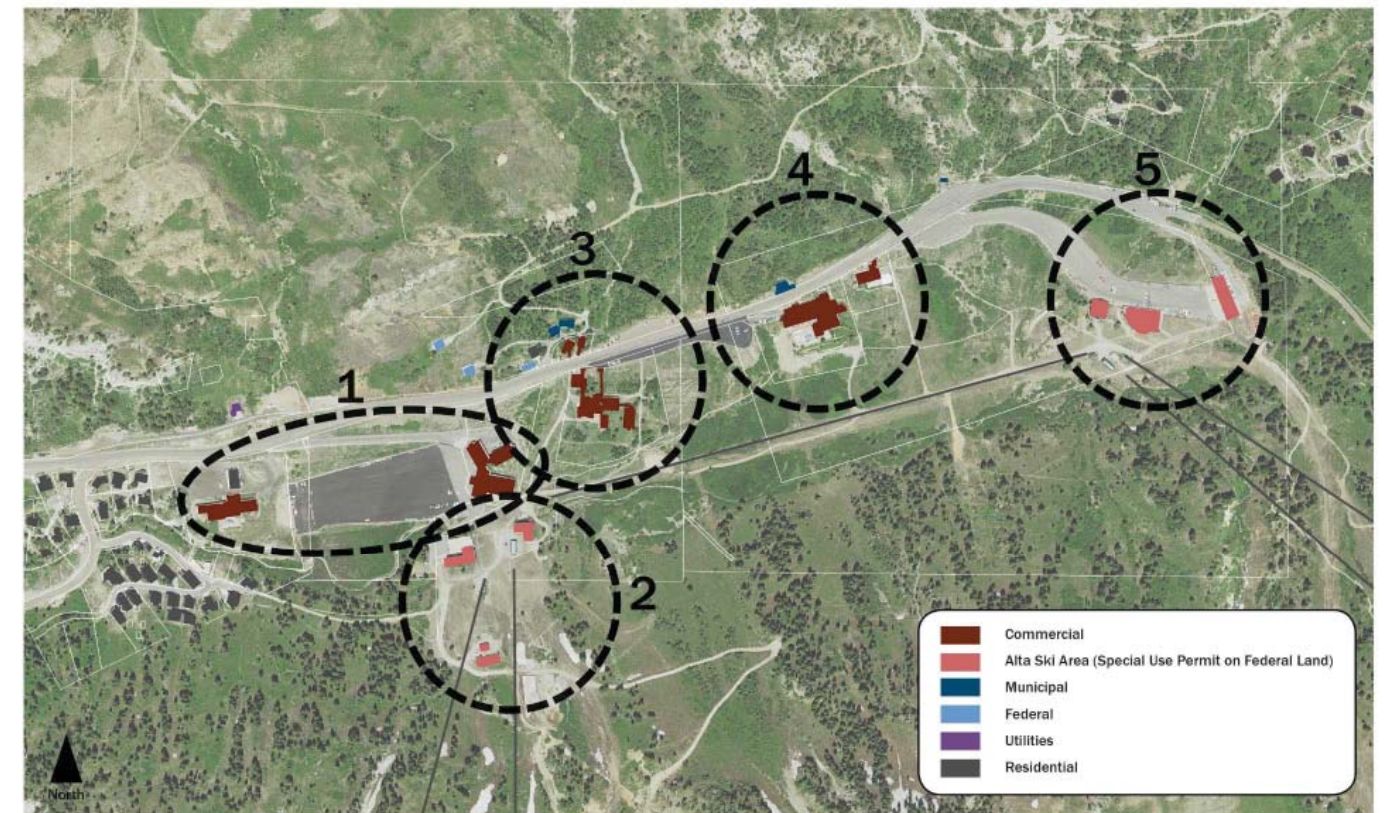
Potential Land with the Land Trade Area

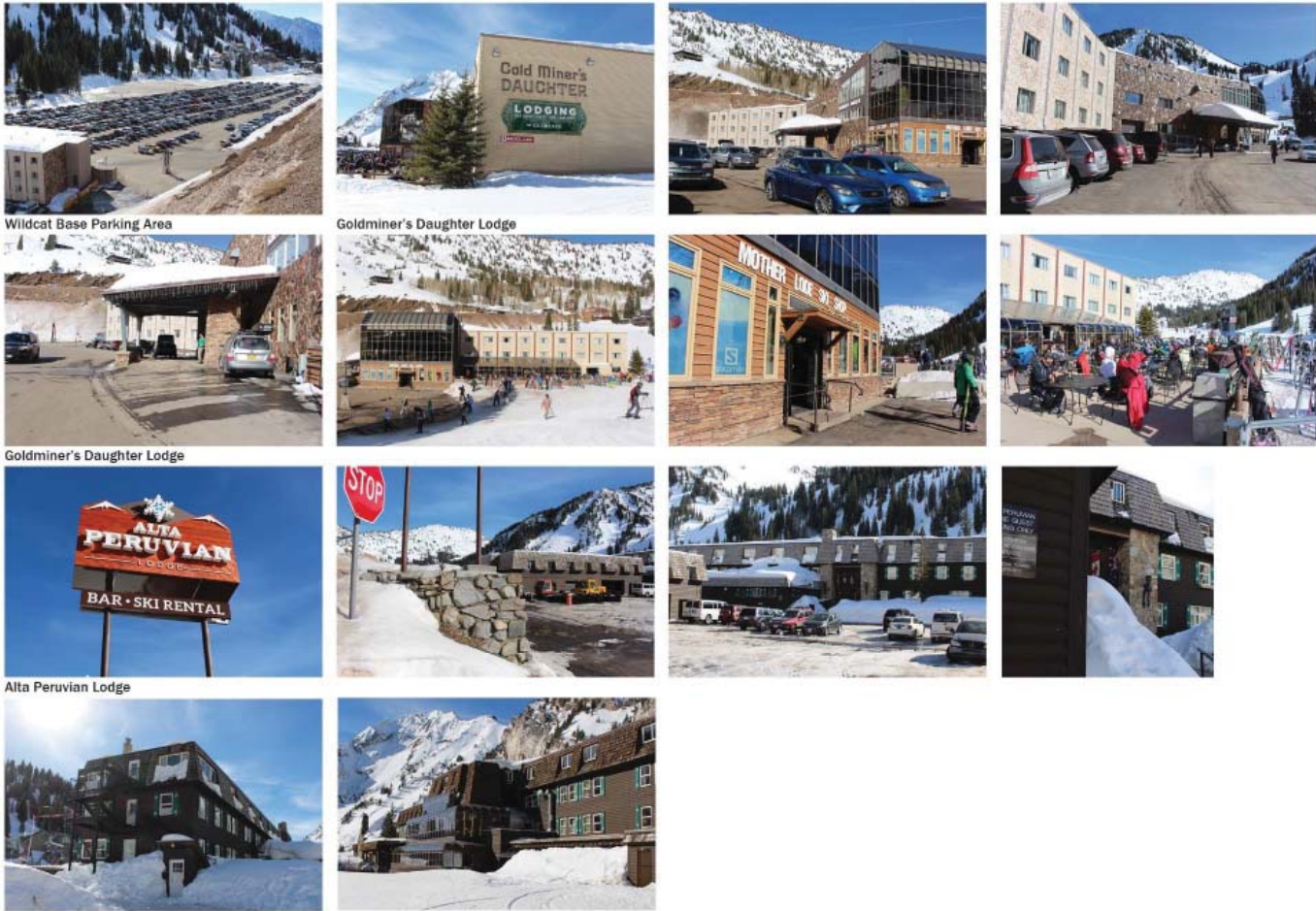
Legend
 Town Boundary
 Potential Land Exchange Area
 Land Unavailable for Development



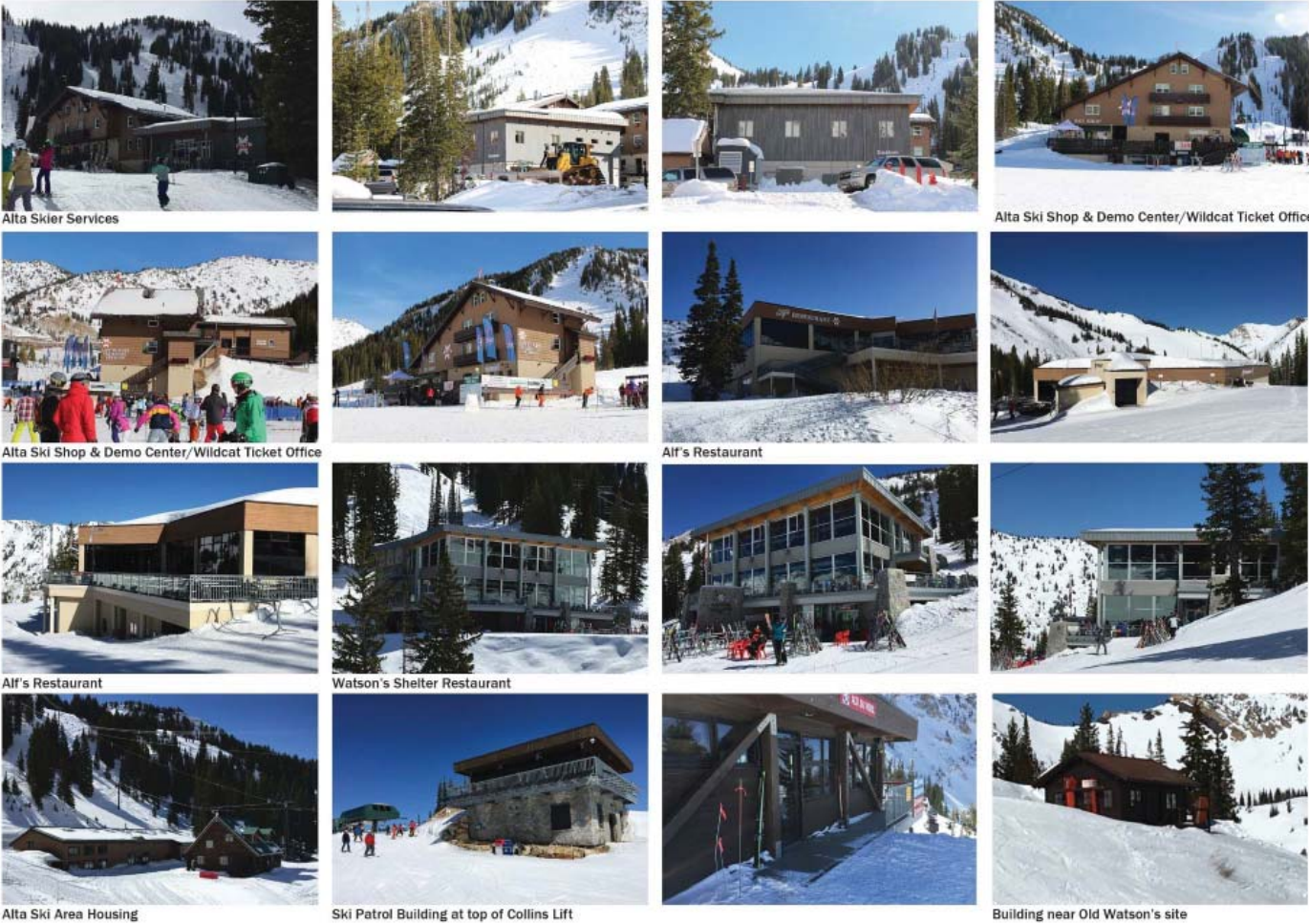
COMMUNITY DESIGN & BUILT FORM

The following is a photographic summary compiled in to address existing buildings and the built-form in and around the Town of Alta. This analysis focuses on areas within the Commercial Core, although structures and buildings in the ski area are also included. The five areas illustrated in the map below demarcate the photo-boards on the following page.

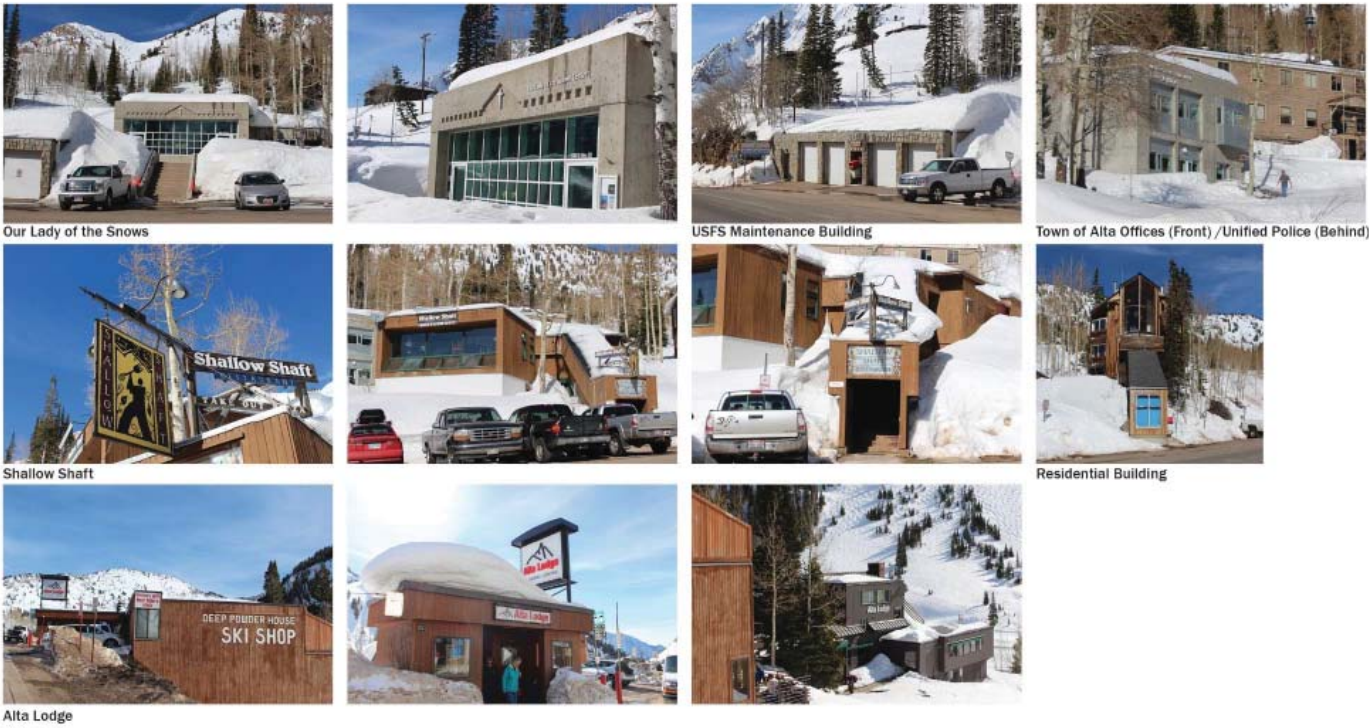




1 - Goldminer's Daughter and Alta Peruvian Lodges



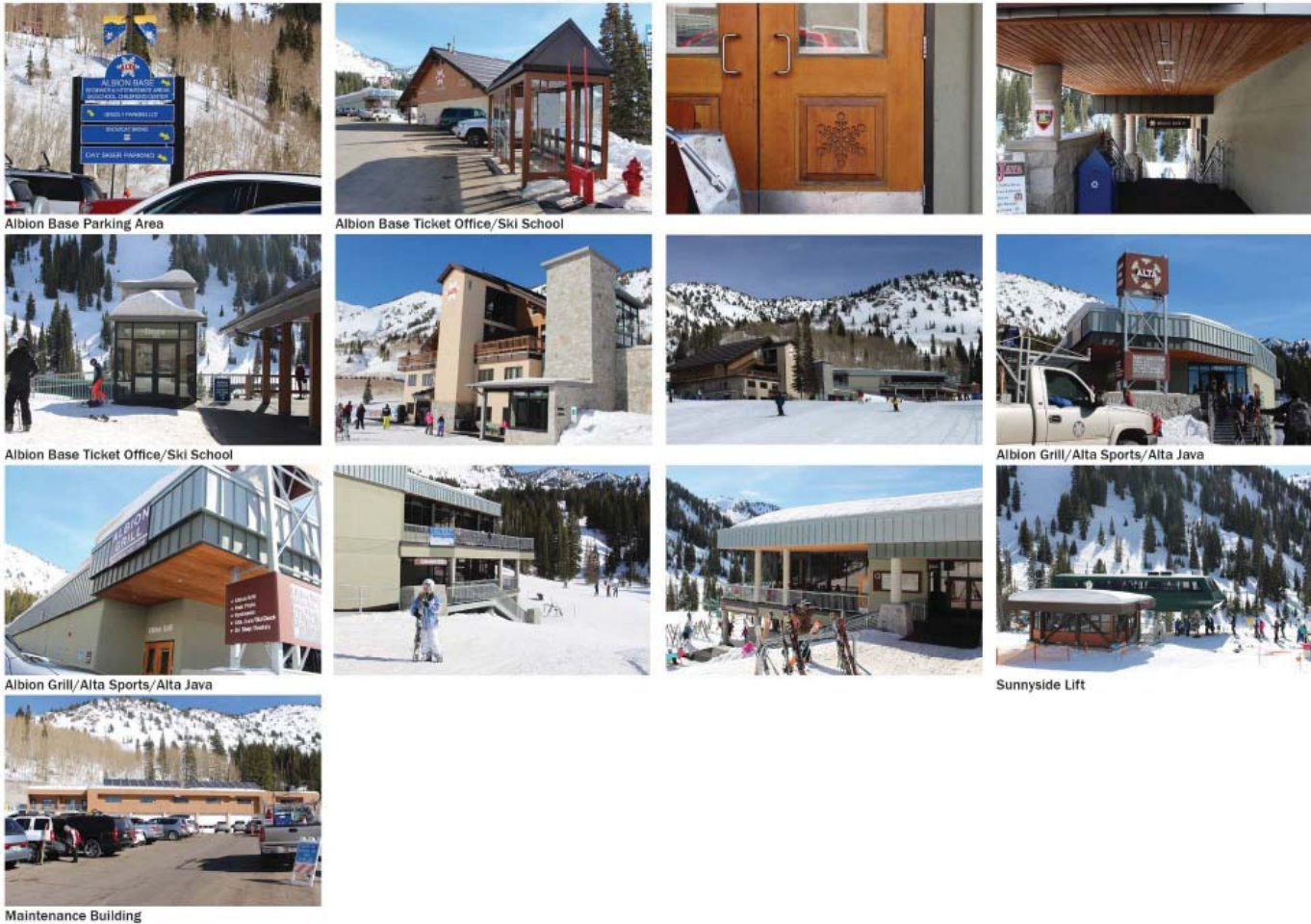
2 - Alta Ski Area - West Side (Wildcat Base)



3 - Our Lady of the Snows, Town Offices & Alta



4 - Alta's Rustler Lodge, Community Center & The Snowpine



Albion Base Parking Area

Albion Base Ticket Office/Ski School

Albion Base Ticket Office/Ski School

Albion Grill/Alta Sports/Alta Java

Albion Grill/Alta Sports/Alta Java

Sunnyside Lift

Maintenance Building

5 - Alta Ski Area - East Side (Albion Base)

3 Transportation

INTRODUCTION

This document provides an analysis of the transportation opportunities for the Alta Commercial Core study. The document is organized in the following sections:

- A **Transportation interest matrix** that analyzes the direction given by existing policy from the Town of Alta, Alta Ski Area, various agencies and community planning processes;
- An **analysis of existing conditions** for the different modes and seasons and the assets, challenges and opportunities for each;
- A **summary** of policy direction and opportunities to achieve the goals of these policies

TRANSPORTATION INTEREST MATRIX

Agency	SR-210	Parking	Active Transportation	Transit
Town of Alta	<p>General Plan (3.12):</p> <ul style="list-style-type: none">• Support realignment of road to avoid avalanche paths;• public safety is number one concern with respect to any roadway changes;• due to limited parking do not support increasing capacity of SR-210;• should engage with Snowbird on road planning efforts;• SR-210 is a scenic byway;	<p>General Plan (4.3):</p> <ul style="list-style-type: none">• The town should review the balance among the various types of parking (e.g. backcountry skiers, employees, Grizzly Gulch residents, etc.) to guide any additional development that may be proposed.• Examine the possibility of establishing trailhead parking for those not using existing ski lift facilities	<p>General Plan:</p> <ul style="list-style-type: none">• Maintenance and improvement of hiking trails recommended. Development of new hiking trails should be studied, avoid environmentally -sensitive areas, and coordinate with appropriate partners (4.10)• Support mountain bike use on existing trails. Restrict mountain bike use in environmentally sensitive areas.	<p>General Plan (3.12):</p> <ul style="list-style-type: none">• Support improving public transit to relieve congestion and protect environment• The town recognizes the importance of the role of the Utah Transit Authority and will continue to cooperate in efforts aimed at enhancing their services in the canyon

Agency	SR-210	Parking	Active Transportation	Transit
	<ul style="list-style-type: none">• opposition to toll booths/fee collection at mouth of canyon or anywhere in LCC <p>Regulatory – Town Code</p> <ul style="list-style-type: none">• Title 7, Chapter 1 & 2, mostly public safety related <p>Assumed Interests: Safety, avalanche control, access to ski areas, “Red Snake issue”</p>	<ul style="list-style-type: none">• Construction of a parking structure should be investigated <p>Regulatory – Town Code</p> <ul style="list-style-type: none">• Chapter 12 dictates # of spaces required for each use• 10-6D-6 BFZ Parking Requirements• 6-1-3 Parking Regulations <p>Assumed Interests: Desire for better planned and more control over parking, but not necessarily an increase in parking?</p>	<p>Development of new trails should be coordinated with appropriate partners (4.11)</p> <ul style="list-style-type: none">• No mention of road cycling, walking, or other forms of active transportation in General Plan or Town Code <p>Assumed Interests: Not much discussion, but assumed general support of increased pad/biking infrastructure</p>	<p>Assumed Interests: Increased year round transit, support of a transit “hub”/visitor center</p>
UDOT	<p>Planning:</p> <ul style="list-style-type: none">• 2016-2021 STIP: Intersection improvement at SB Entry 1 (summer 2016?)• 2040 RTP: Avalanche shed at White Pine Chutes• Road is a designated state scenic byway• Open to walkable street design in TOA [from meeting 1/2-0/16]	<p>Regulatory:</p> <ul style="list-style-type: none">• Parking along SR-210 in Alta is regulated by Forest Plan, see below. <p>Assumed Interests: Unsure</p>	<p>Assumed Interests: Bicycle and pedestrian safety. Small improvements have been made in the canyon over the years, with none in the Town of Alta.</p>	<p>Corridor Management Plan (Scenic Byways)</p> <ul style="list-style-type: none">• Develop visitor and transportation node at Albion Area <p>Assumed Interests: Generally supportive. Reduction in # of cars in</p>

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Agency	SR-210	Parking	Active Transportation	Transit
	<p>Regulatory: Snow tire and chain restrictions; oversize/overweight load restrictions; Class 4 (Regional Rural) facility</p> <p>Assumed Interests: Safety, avalanche control, access to ski areas, “Red Snake issue”</p>			canyon reduces avalanche hazard index.
UTA	<p>Assumed Interests: Improvements to winter driving hazards would improve safety of drivers and riders?</p>	<p>Assumed Interests: More parking at the mouth of the canyon to increase transit ridership</p>	<p>Assumed Interests: Supportive of active transportation infrastructure around transit stops (Linda Gehrke at FTA has advocated for this through Mountain Accord)</p>	<p>Planning:</p> <ul style="list-style-type: none">• RTP 2040: LCC Corridor identified for future unfunded transit improvements (BRT, mentioned but realistically it’s mode undetermined)• Like idea of shared ride program• Would add service to winter before summer, e.g. later ski service• Transit Center would be helpful for ops and visibility <p>[above 3 bullets from meeting 1/2-0/16]</p> <p>Assumed Interests: If funding is available, would be interested in expanding</p>

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Agency	SR-210	Parking	Active Transportation	Transit
				current service. Still interested in pursuing fixed guideway in the future
Alta Ski Lifts (ASL)	Assumed Interests: Any improvement to SR-210 are better than what we have now. Access to Ski Area is critical. May be interested in elimination of dead end road (alternate egress from/to canyon)	Regulatory (MDP update) <ul style="list-style-type: none">Reshape the Sunnyside and Snowpine parking lots into one at a better overall elevationParking places lost over time to mass transit would be replaced, as well as 50 places moved from Wildcat to Sunnyside.”(Still need to do NEPA) Assumed Interests: See above	<ul style="list-style-type: none">Want to work with Town and USFS to establish a “Town Center trailhead” near Tom Moore toilets for backcountry users and transitHave a well-constructed summer trails plan including improvements and construction of new trails Assumed Interests: See above	<ul style="list-style-type: none">Any improvements to transit are better than what we have now (would like improvements to be all weather, avoid avalanche paths, and eliminate dead end canyon Assumed Interests: Better transit and connection via tunnel to Big Cottonwood.
U.S. Forest Service (USFS)	Assumed Interests: Reduction in vehicles in the canyons.	Regulatory: <ul style="list-style-type: none">Revised Forest Plan: “parking capacities of canyon parking lots will not exceed 2000 levels unless modification is needed for watershed protection or to facilitate mass transit. Assumed Interests:	Regulatory, Revised Forest Plan: <p>Support for a wide spectrum of recreation facilities to be provided</p> Assumed Interests: Support for active transportation.	Regulatory, Revised Forest Plan: <p>“Mass transit will be commonly used during winter, reducing crowding and increasing safety for users of the canyons. The Forest Service will work actively with other parties to explore options for reducing private vehicular use within</p>

Town of Alta Commercial Core Plan – Existing Conditions and Analysis

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December 8, 2016

Agency	SR-210	Parking	Active Transportation	Transit
		Resource degradation concerns due to over parking. Parking serves to establish an artificial canyon capacity, but is growing hard to control.		these Canyons.” (Desired Future Condition) Assumed Interests: Reduction in vehicles in the canyons, support of mass transit. Concerns over fixed guideway expressed during Mountain Accord (would induce additional visitation). Carrying capacity concerns.
Alta Community	Vision/Values 2015: <ul style="list-style-type: none">One of the things that makes Alta different than other ski towns is there is one roadLess carsTransportation (via SR-210) is an issue Work with UTA and Forest Service to manage traffic summer and winter and develop flexible alternatives for public access. Disincentive the car but have these systems in place prior that step.	Summer Roundtable: Trailhead parking access/better information and support services for them Assumed Interests: Comprehensive parking solutions for residents and employees (limited winter overnight parking for employees and Grizzly Gulch/Albion Basin residents	Summer Roundtable: <ul style="list-style-type: none">Enhance community walking trail (link to transit hub, create signage, landscaping along trail to make visitors “feel safe,” clearly sign places where visitors should “get out of the car”, bring residents and visitors to the right places to spend money) Assumed Interests:	Alta Summer Vision Focus Group: <ul style="list-style-type: none">Alta should work with appropriate partners to improve bus or shuttle service to and from the area. Summer Roundtable: <ul style="list-style-type: none">Support public transportation Vision/Values 2015: <ul style="list-style-type: none">Resounding support for flexible public transportation Assumed Interests: Support for increased year round public transit. Mode remains undecided and controversial within the community.

Town of Alta Commercial Core Plan – Existing Conditions and Analysis

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December 8, 2016

Agency	SR-210	Parking	Active Transportation	Transit
	Assumed Interests: Reduction of vehicles in the canyons. Improved safety.			
Mountain Accord	From Current Phase 2 Approach: <ul style="list-style-type: none">Address roadside parking and safety management strategiesAvalanche control improvementsEvaluate options for LCC to BCC connection (to help resolve Grizzly Gulch issue)	From Current Phase 2 Approach: <ul style="list-style-type: none">Add park and ride locations at mouths of canyons/in the valleyPaid parking or user fees to incentivize transit use	From Current Phase 2 Approach: <ul style="list-style-type: none">Road cycling improvementsCoordinated trails/recreation plan for Wasatch area, to include Alta. Also includes road cycling planRecreation/Environment capacity analysis for canyons	From Current Phase 2 Approach: <ul style="list-style-type: none">Increase bus service in winterNew bus service in summerMarketing campaign to take transit and carpoolPursue short term transportation solutionsContinue to study long term transportation solutions in LCC. Not ready for NEPA
Areas of Agreement, Discord and Outstanding Questions	Themes of agreement: <ul style="list-style-type: none">Safety (esp. Avalanche control)No more capacityReduction of vehicles in the canyon Potential discord with other agencies: <ul style="list-style-type: none">Dead-end roadAuto accessTolling/fees to canyon entry (UDOT has expressed opposition to this when discussing Mountain Accord)	Themes of agreement: <ul style="list-style-type: none">Keep existing number of spots, no more no less – 2,446.More precision on parking design, catering to different types of useMore efficient parking, i.e. parking garage or Alta’s plan to merge the two lotsThere is a close connection between parking in the town and the mouth.	Themes of agreement <ul style="list-style-type: none">Desire for new trails, especially in Alta base area away from overused Cecret Lake baseAvoid environmentally sensitive areas for hiking and biking trailsTown Center trailhead idea seems to be supported by ASL and UTA – integrate transit and recreation use with car reduction.Although it’s not stated in planning docs, there seems to be support for	Themes of agreement <ul style="list-style-type: none">Broad agreement of promoting transit use for myriad reasons including environment, congestion, safetyDesire for year round serviceDesire for transit hub in Town of Alta Potential discord with other agencies: <ul style="list-style-type: none">ASL wants a connection to Big Cottonwood CanyonWould fixed guideway transit (and tunnel) induce demand?

Town of Alta Commercial Core Plan – Existing Conditions and Analysis

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Agency	SR-210	Parking	Active Transportation	Transit
	Questions: <ul style="list-style-type: none">Policy seems to address big picture of canyon, less the treatment of the segment going through the town and how it ends – policy vacuum?		increasing ped/bike safety on the highway. Questions: <ul style="list-style-type: none">Policy vacuum on active transportation within town policy (somewhat addressed in Alta Community section)?UDOT’s active transport focus seems to be on safety on SR-210 outside of Alta?How could Town Center trailhead idea integrate with Commercial Core pedestrian / bike network?How can good active transportation network support goal of transit use to/from Alta?	Questions <ul style="list-style-type: none">What is transit’s relationship to carrying capacity of Alta? Currently carrying capacity seems to be tightly related to vehicles (road and parking) but if transit service improves could bring more people with existing parking.What is “flexible” public transportation?Desire for hub to be in Albion base area?

Town of Alta Commercial Core Plan – Existing Conditions and Analysis

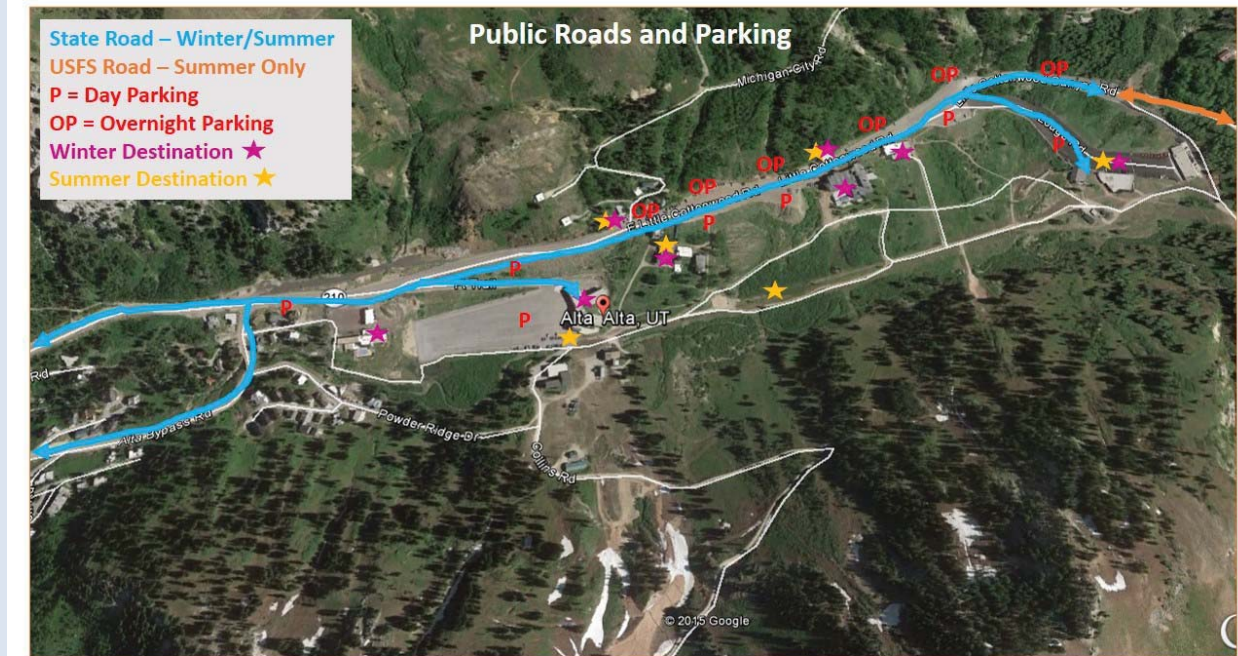
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EXISTING CONDITIONS, ASSETS, CHALLENGES, AND OPPORTUNITIES

WINTER SEASON

Vehicle	EXISTING CONDITIONS:
	Road Network: One major through road exists for vehicular traffic in the Alta Commercial Core. This is SR 210, which runs east west along the north end of the commercial core and dead-ends at the beginning of the Summer Road. The speed limit of SR-210 in the Town of Alta is 25 mph. SR-210 is a Class Four (Regional Rural) facility that starts at the bottom of Little Cottonwood Canyon near 9400 South and runs the length of the canyon to into the Town of Alta where it terminates on the east end of town. SR-210 is a two-lane roadway for most of the canyon, with short passing lanes in each direction. SR-210 is the only ingress/egress into and out of the Town of Alta and as such is the only connection between the Town of Alta and the regional transportation network. February is peak traffic month, and during that time, SR-210 experiences average daily traffic of 8,000 vehicles (Mountain Accord Existing Conditions and Future Trendlines Report, Transportation System, 2014). In addition, several secondary roads exist. The Bypass Road from Snowbird and Powder Ridge Drive are primarily for accessing residential areas and bypassing SR 210, while other such as the Lodge Road and the eastern end of Peruvian Acre Road function as driveways and parking lots.
	Parking: Public parking is primarily in the Commercial Core and is composed of 2,446 spots (Little Cottonwood Canyon SR-210 Transportation Study, 2006). The amount of parking is fixed by the U.S. Forest Service, however it could be expanded to accommodate transit and for watershed protection (Revised Forest Plan, 2003). Parking occurs at two main Ski Area lots, Wildcat and Albion, and along SR-210. Parking areas are signed along SR-210. Overnight parking in Town is limited to designated areas on the north side of the SR-210. Residents of Grizzly Gulch and Albion Basin park cars overnight in these areas, as do live-up lodge employees. Live-up Ski Area employees park on the south side of the Wildcat Lot. During peak times, day parking may reach or exceed capacity.



ASSETS

Free flow: Generally traffic free flows through town (only exception is during “red snake” PM commutes)

Parking capacity is generally acceptable for almost all days (about

CHALLENGES

Safety: Roadway conditions during inclement weather can make travel challenging

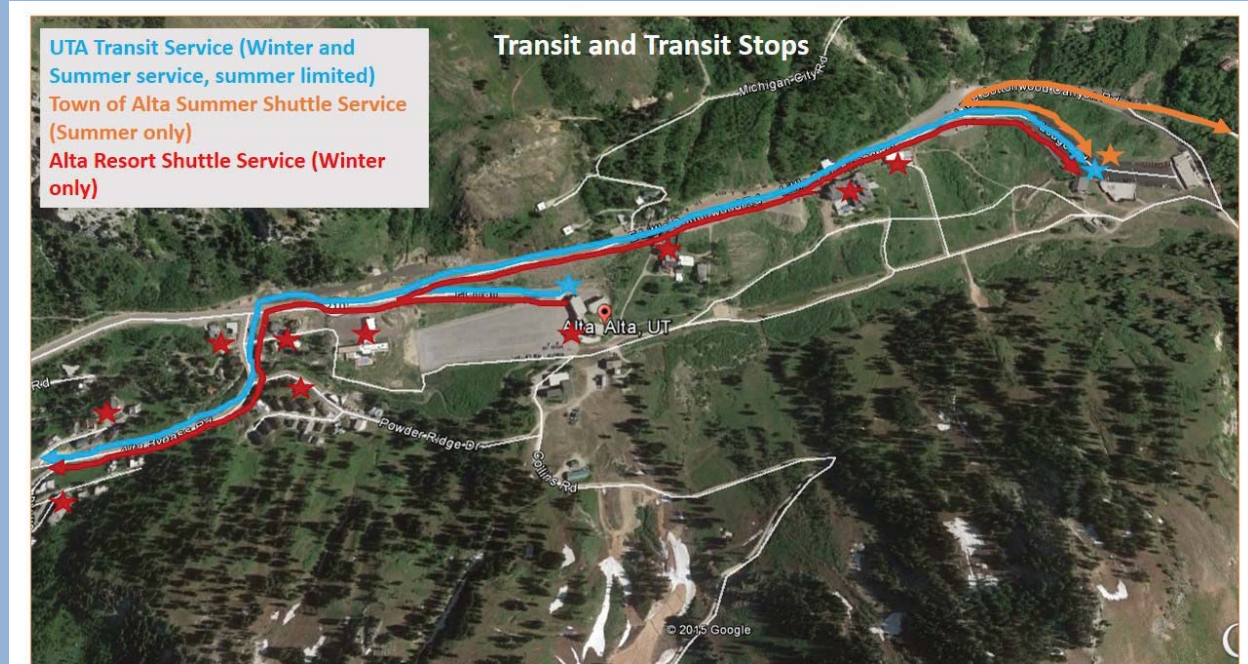
OPPORTUNITIES

Improve safety between moving vehicles and parked vehicles/pedestrians/skiers on the highway

Increased communication with drivers: e.g. provide real time travel info for red snake afternoons (could decrease # of cars in the

	<p>a dozen days per season parking capacity is maxed out)</p> <p>Safety: Pedestrians/backcountry skiers/poorly parked cars can present safety conflicts</p> <p>Safety: highway closures due to avalanche conditions. High avalanche risk</p> <p>Road Capacity at peak times: red snake during PM commute</p> <p>Parking Capacity: overnight parking can be inconvenient and challenging. Parking at capacity a dozen or so times a year.</p>	<p>snake and decrease heavy risk on high risk days)</p> <p>Increased parking efficiencies</p>
Transit	<p>EXISTING CONDITIONS:</p> <p>UTA Service:</p> <p>UTA provides “ski-bus” service from the Salt Lake Valley to Alta Ski Area from mid-December through mid-April. Alta Ski Area employees and season pass holder ride the bus at no cost, all other pay a one-way fare of \$4.50 (2015-2016). In Alta, the Ski Bus makes formal stops at the Goldminer’s Daughter and the Albion Day Lodge, however can make additional informal stops as requested at the Alta Peruvian Lodge, Alta Lodge, and the Rustler Lodge.</p> <p>Alta Resort Shuttle:</p> <p>The Alta Resort Shuttle operates in the winter months only and is funded by town of Alta and HOA’s/winter rentals to provide local transit service between Alta residences to destinations around town (including Snowbird). The Alta Resort Shuttle makes</p>	

stops at local “neighborhoods,” Alta Ski Area bases, and Snowbird. The shuttle runs mid-December through the end of March and averages 120 riders per day (Town of Alta correspondence).



ASSETS:

Basic service: UTA provides service from valley to Alta

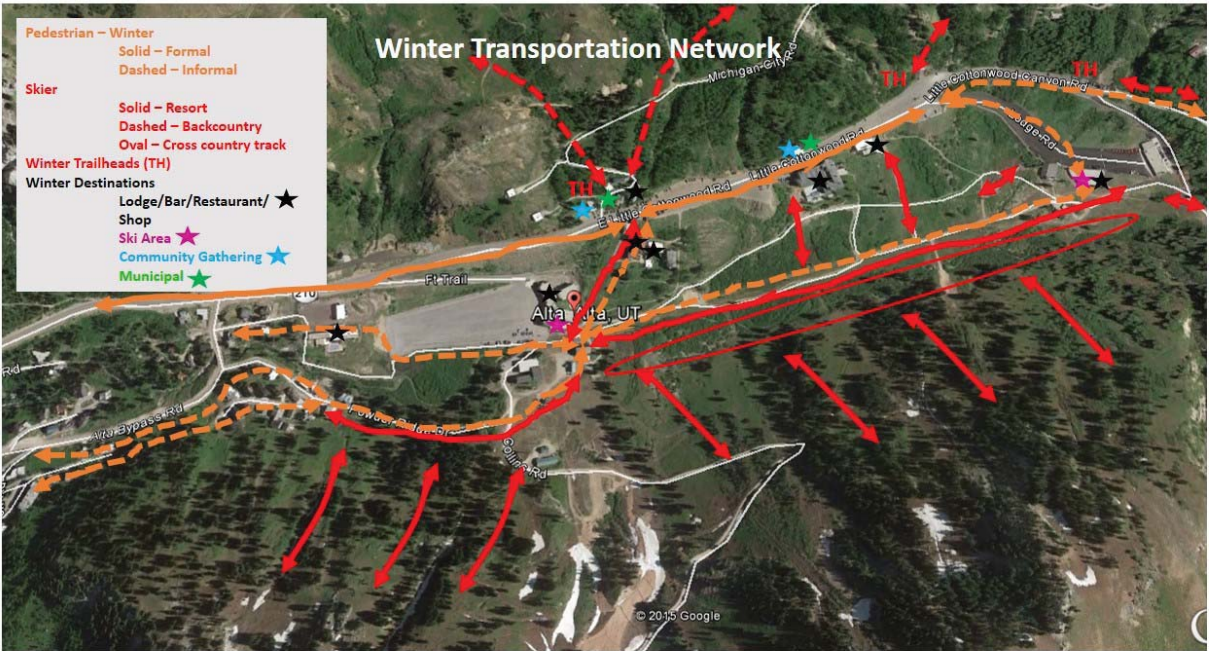
CHALLENGES:

Travel time: Car has travel time advantage most of the time from the valley to Alta, especially considering three stops at Snowbird)

OPPORTUNITIES:

Alta Resort Shuttle service could be better utilized and/or investigate other opportunities for people to move around town without a car

	<p>Subsidy: Alta Ski Area subsidizes UTA service for employees and pass holders</p> <p>Tow network: Cross tow with series of rope tows serves as public transportation between base areas for resort skiers</p> <p>Alta Resort Shuttle service provides services for residents</p>	<p>No incentive: Little or no incentive to take transit</p> <p>No transit hub on arrival (get dropped off in parking lot with no real sense of arrival or facilities)</p> <p>Gear: Difficult to travel with ski gear</p> <p>Local transit: No (or poor) public transit within Alta and between Alta and Snowbird</p>	<p>Enhanced UTA ski season service (increased frequency or express service to Alta and/or extended hours i.e. 7 p.m.)</p> <p>Coordination with appropriate agencies to create incentives for transit and disincentives for driving (from valley to Alta), including park and ride lots/centers at the canyon mouths, where most skiers board.</p> <p>Transit hub/center: Creation of a more formal transit hub that can evolve over time depending on direction of transit</p> <p>TDM: Work with Ski area and other entities to reduce demand for SOV trips.</p>
Pedestrian	<p>EXISTING CONDITIONS: Main pedestrian corridors are similar between summer and winter (SR-210 and Cross Tow) however pedestrian traffic is reduced during winter months due to inclement weather and unsafe walking conditions (slippery road, post-holing in snow, plows on road, etc.). No formal winter trail network, all off-highway walking occurs on groomed packed ski runs, most commonly: Powder Ridge Road, Cross Tow, Summer Road, Alta Lodge Hill.</p>		

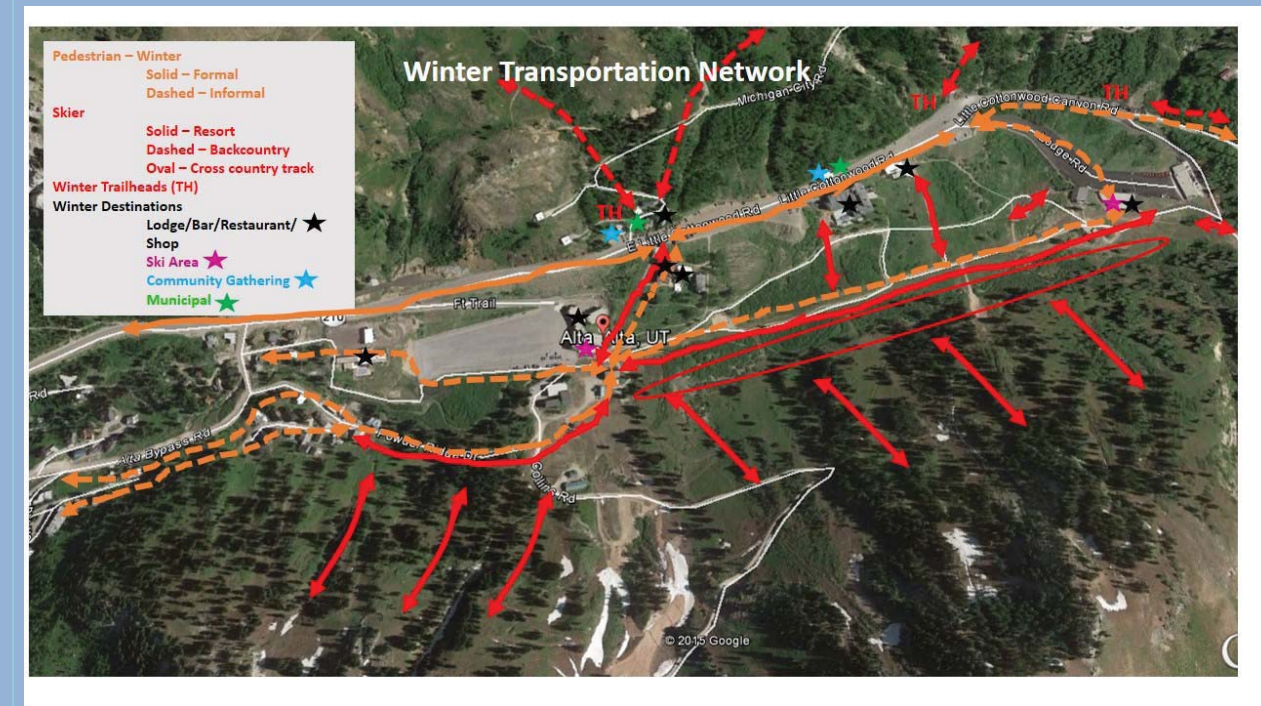


<p>ASSETS:</p> <p>Two flat corridors: Two options for main corridors to walk around town 1) Hwy 2) Cross tow. Both corridors are relatively flat, with gentle rise towards Albion Side.</p>	<p>CHALLENGES:</p> <p>Poor connections: Walking between lodges and between base areas is challenging. Both on the highway and along cross tow.</p>	<p>OPPORTUNITIES:</p> <p>Better connections for walking between ski area destinations</p> <p>Increased safety measures to protect pedestrians from moving traffic</p>
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		<p>Steep grade: Grade between cross tow corridor and road corridor make it difficult to get from one corridor to another. (E.g. Pedestrians cannot use rope tows to access lodges from cross tow, limited places where walking up hill is an option or palatable)</p> <p>Safety Concerns: unsafe to walk on Hwy 210 at times of inclement weather, busy traffic, and full parking</p>	<p>Negotiate the steep grades: Maintained routes up and down the hill</p> <p>Increase desirability for residents/visitors to walk around town</p> <p>Re-design Highway 210 through the Town of Alta as walkable street</p> <p>Create a pedestrian-oriented end to Highway 210/summer road gateway/trailhead</p>
Skier	<p>EXISTING CONDITIONS:</p> <p>Resort Skiers:</p> <p>Skiers are the most prevalent users of the cross tow area during winter months. The cross tow is a horizontal rope tow used to move from Wildcat Base to Albion Base and as a runout from skiing in the Eagle's Nest / North Rustler Area. Skiers also travel perpendicular to the cross tow via lodge rope tows/lifts to access lodging facilities and beginner terrain on the north side of the cross tow. A cross country loop south of the cross tow exists but is not used for connectivity and is exclusively for cross country skiing use.</p>		

Backcountry Skiers:

Informal backcountry trailheads exist to access backcountry terrain, but lack facilities, dedicated parking, and informational signage.



ASSETS:

Cross tow network is a great asset for resort skier mobility

CHALLENGES:

Parking: Challenges for backcountry skiers with lack of formal parking. Skiers and gear all over the Highway. For resort

OPPORTUNITIES:

Trailhead(s): Consolidated parking with facilities for backcountry skiers

	<p>Backcountry access: Hwy 210 provides superior access to backcountry terrain for backcountry skiers; there is a concentrated staging area at the end of the road.</p>	<p>skiers, if lots are full, difficult to get from resort base areas to highway parking.</p> <p>Highway: no skier route parallel to cross tow along highway</p> <p>Lack of facilities: No facilities for backcountry skiers (restroom, etc.)</p>	<p>Opportunities to better move skiers around base area?</p> <p>Create more formal trail network to allow backcountry skiers to get into the commercial core</p> <p>Create parallel track to cross tow</p> <p>Improve mode of connection (aerial?) between two base areas</p>
Maint.	<p>EXISTING CONDITIONS: Ski area maintenance and operations includes snow cat grooming equipment and snowmobiles. Maintenance and operations are generally confined to the cross tow area and along the rope tows that access the lodges. Snow cat equipment operates starting at 5pm and cease operations before the ski resort opens at 9:15. Snowmobile traffic may exist at any time of the day, though most frequently from 7am – 5pm.</p>		

<div><div><div>Snowmobile (winter)</div><div>Snowcat (winter grooming)</div><div>Snowplow (winter plowing)</div><div>Service Vehicle/Heavy Machinery (summer)</div><div>Ski area Maint & Ops</div><div>Lodge Ops</div></div><div><h3>Maintenance & Operations</h3></div></div>		
<p>ASSETS:</p> <p>-UDOT provides maintenance and appropriate level of service for clearing Hwy 210 in town</p>	<p>CHALLENGES:</p> <p><u>For UDOT snowplows:</u></p> <p>Parked cars and safety: Poorly parked cars and pedestrian/skiers close to highway present safety challenge and may decrease effectiveness of service</p>	<p>OPPORTUNITIES:</p> <p><u>For UDOT snowplows:</u></p> <p>Increase safety for snowplow operators</p> <p>Decrease challenges/obstacles for effective plowing</p>

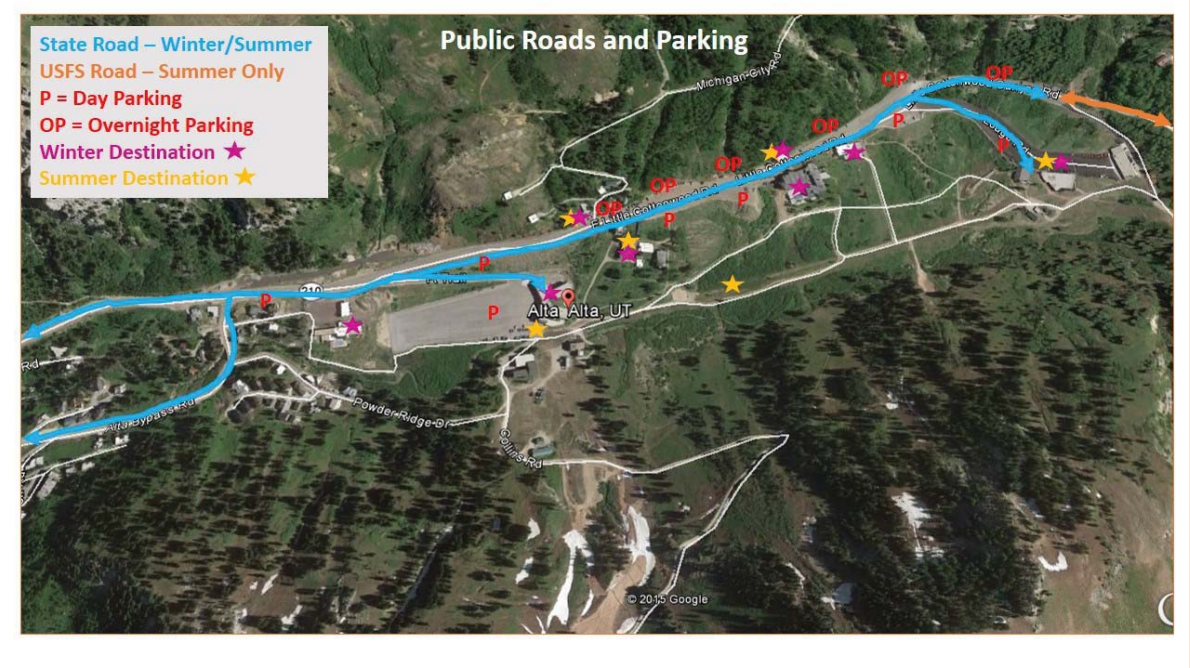
	-Alta Ski Area provides grooming of cross tow corridor and access to lodges from cross tow	For ASA snow cats/snowmobiles: Generally, very little conflict between pedestrians/skiers and snow cats/snowmobiles but very high liability if there were an incident	For ASA snow cats/snowmobiles: Decrease conflicts between ASA snow cats/snowmobiles and skiers/pedestrians?
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SUMMER SEASON

Vehicle	EXISTING CONDITIONS: Road Network: Vehicles travel primarily on SR-210 or via Bypass Road to access commercial core (see winter discussion, above). Many vehicles travel through the commercial core to access the Summer Road. July is the highest peak summer month, during that time, SR-210 experiences average daily traffic of 5,100 vehicles (Mountain Accord Existing Conditions and Future Trendlines of the Transportation System Report, 2014). In addition to SR-210, the seasonal USFS Albion Basin Road (“Summer Road”) opens to the public when the snow has melted and before accumulating snows start again in the winter. The road is generally open July – September. Although the Albion Basin Road is not in the commercial core, it is heavily visited road and traffic passes through the commercial core to access the Albion Basin Road. In addition, several secondary roads exist, and while travel is restricted, the roads create a more connected network than in the winter. For example, Powder Ridge Drive and Peruvian Acre Road connect to one another. 24-hour summer traffic volume was obtained from the Albion Basin Transportation Feasibility Study (2011) <ul style="list-style-type: none">• East of Bypass Rd/SR-210 intersection (24-hour traffic volume)<ul style="list-style-type: none">○ Weekday average: Eastbound 805; Westbound 797; 1602 total○ Weekend average: Eastbound 1374; Westbound 1434; Total 2808 total• Entrance to Summer Road (24 hour traffic volume)<ul style="list-style-type: none">○ Weekday average: Eastbound 451; Westbound 445; Total 896○ Weekend average: Eastbound 658; Westbound 664; Total 1322
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Parking:

Public parking is primarily in the Commercial Core and is composed of 2,446 spots (Little Cottonwood Canyon SR210 Transportation Study, 2006). The amount of parking is fixed by the U.S. Forest Service however it could be expanded to accommodate transit and for watershed protection (Revised Forest Plan, 2003). During the summer, parking mainly occurs in the Albion Base lot, as it serves as a staging area for the Town of Alta Summer Shuttle and Albion Grill. Minor amount of parking occurs in the Wildcat lot.



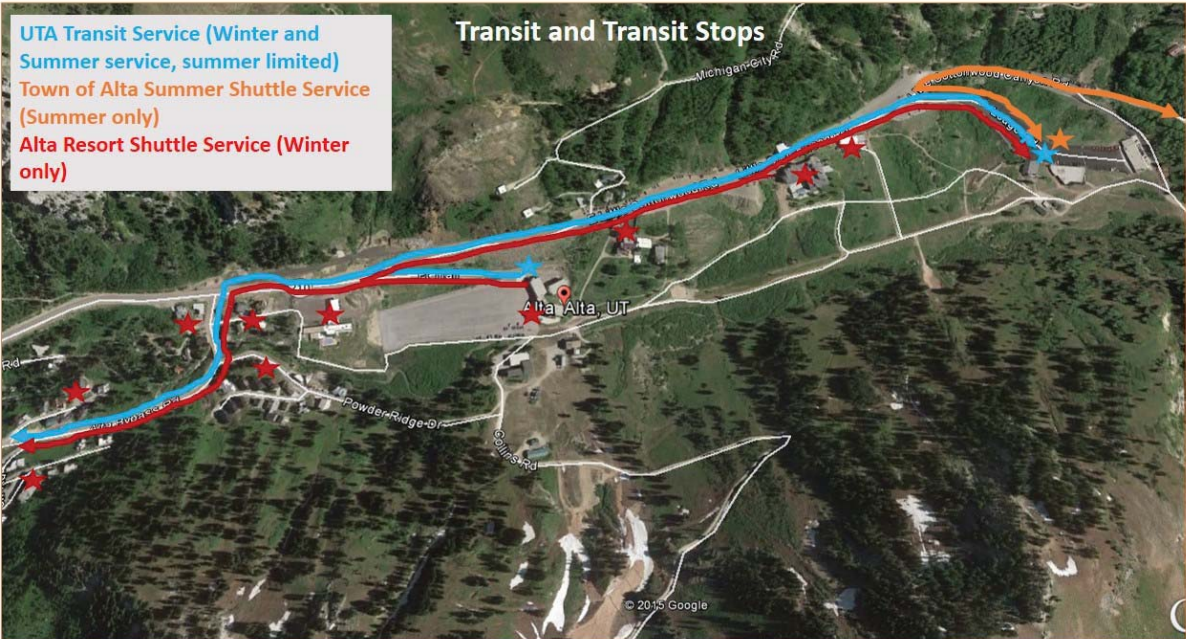
	ASSETS: Traffic free flows through town on Hwy 210 Parking in the Town operates below capacity	CHALLENGES: Speed control: Most visitors want to drive right through town and up summer road Summer Road: Parking, traffic on summer road is problematic	OPPORTUNITIES: Trailheads in town: Create facilities/trails/etc. to incent people to get out of their cars at the Albion Base instead of driving up the summer road Traffic calming on Highway 210 in town
Transit	EXISTING CONDITIONS: UTA Service: Summer bus service includes one route up in the morning and one route down in the evening, primarily serving Snowbird workers. Summer Shuttle: The Town of Alta funds (with some financial assistance from partners) and hires a contractor to operate a Summer Shuttle that originates in the Albion Base Parking lot and travels up the Summer road, making stops at Catherine’s Pass Trailhead and Cecret Lake Trailhead. Both trailheads are outside of the Commercial Core, but the Albion Base area serves as a major parking and staging area for the shuttle program. The shuttle operates on weekends and holidays. In the summer of 2015, the shuttle served an average of 940 riders/day, marking a drastic increase over the previous summers which had ridership ranging from 457-636 riders/day from 2010-2014 (correspondence with Town).		

UTA Transit Service (Winter and Summer service, summer limited)

Town of Alta Summer Shuttle Service (Summer only)

Alta Resort Shuttle Service (Winter only)

Transit and Transit Stops



ASSETS:

Summer shuttle service runs between Albion Base and Cecret Lake Trailhead

CHALLENGES:

No UTA service (one route a day, focused on Snowbird employees)

Car has travel time advantage from valley to Alta

OPPORTUNITIES:

Work toward summer canyon service: Develop summer UTA service from valley to Alta and incent transit trips to bring fewer cars to Alta and LCC

Financial resources to manage shuttle service is a burden to Town

Transit hub: Create of a more formal summer transit hub for visitors.

Bike

EXISTING CONDITIONS:

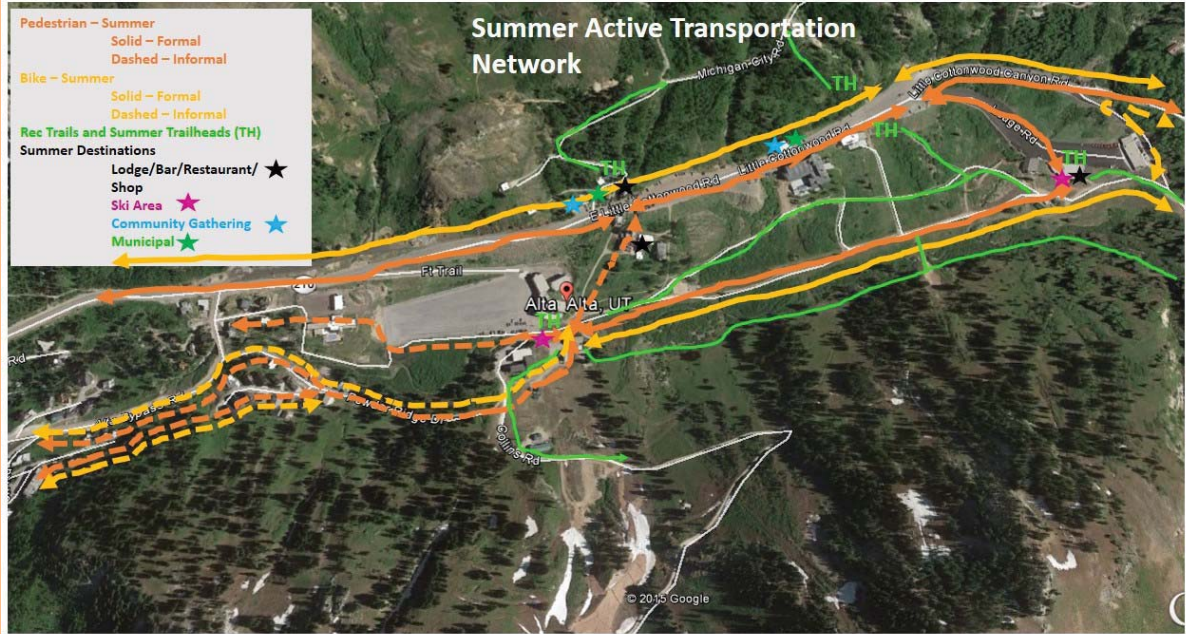
Road cyclists primarily ride up SR-210 through the commercial core and to the end of the pavement. Mountain bikers will primarily ride up cross tow or SR-210 to access Summer Road to Castle Loop trail depending on origin. Residents along the Bypass Road will use footpaths that connect neighborhoods and then to the "Powder Ridge Road."

The map, titled "Summer Active Transportation Network," shows the area around Alta, UT. It features a legend with the following categories:

- Pedestrian - Summer**
 - Solid - Formal
 - Dashed - Informal
- Bike - Summer**
 - Solid - Formal
 - Dashed - Informal
- Rec Trails and Summer Trailheads (TH)**
- Summer Destinations**
 - Lodge/Bar/Restaurant/Shop (Black Star)
 - Ski Area (Pink Star)
 - Community Gathering (Blue Star)
 - Municipal (Green Star)

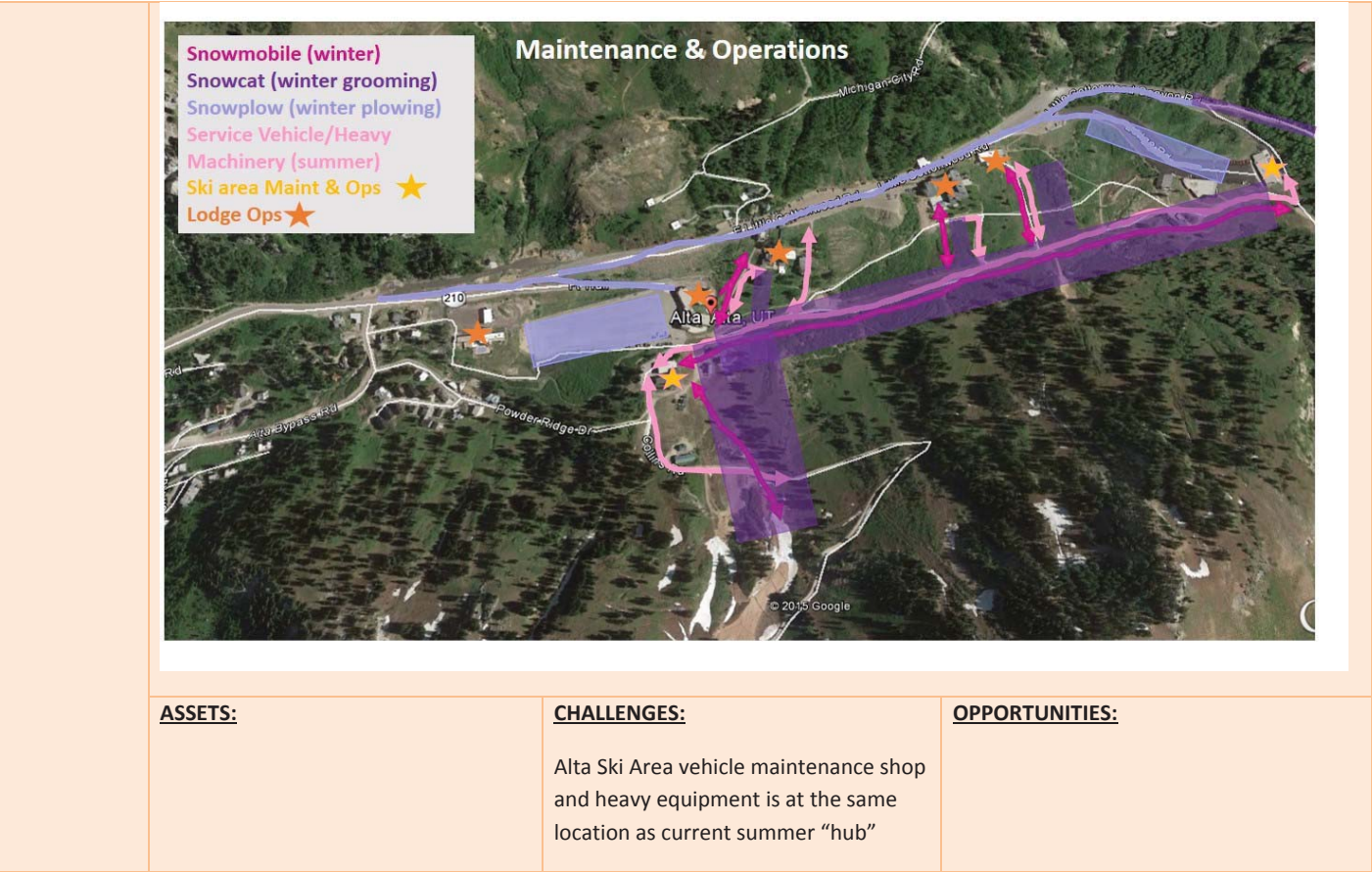
The map displays various routes: orange lines for pedestrian and bike paths, green lines for trails, and blue lines for informal paths. Key locations marked include Alta, UT, and several trailheads (TH). The map also shows major roads like SR-210 and SR-211, and landmarks like the ski area and community gathering space.

	<p><u>ASSETS:</u></p> <p>Space on highway: No dedicated path for bikes on highway, but shoulder for riding is wide in most places</p> <p>Road cycling destination: Alta is the top of a canyon popular with road cyclists so is a destination.</p>	<p><u>CHALLENGES:</u></p> <p>Safety concerns for bikes on road during times of high traffic.</p> <p>Poor bicycle connectivity for anything except the highway</p> <p>No dedicated, separated paved bicycle connections (i.e. multi-use paths)</p>	<p><u>OPPORTUNITIES:</u></p> <p>Safety: Increase safety for road bikers on Highway 210</p> <p>Network: Create a basic network of bicycle facilities connecting existing and planned town destinations.</p> <p>Destination: Create more of a destination place for cyclists riding up canyon;</p> <p>Staging: A jumping off point for cyclists riding up trails or summer road.</p>
<p>Pedestrian/ Hiking</p>	<p><u>EXISTING CONDITIONS:</u></p> <p>Pedestrian traffic is more common during summer months due to better weather conditions and ease of walking conditions. Pedestrians walk on SR-210 as well as formal trail system. A fully developed trail network has been developed and maintained by Alta Ski Area and the USFS, with help from other partners (CCF, TOA, FOA, etc.).</p> <p>From Albion Basin Summer Road Study:</p> <p>Trail counts were done at:</p> <ul style="list-style-type: none"> • Secret Lake Trailhead (today daily use: 825-1385 hikers; 0-25 bikers) • Catherine's Pass Trailhead (today daily use: 160-525 hikers; 0-5 bikers) • Albion Meadow Trail junction – just north of Alf's (today daily use: 45-480 hikers; 5-55 bikers) 		



ASSETS:	CHALLENGES:	OPPORTUNITIES:
Planned trails: Alta Ski Area trails masterplan addresses creation of trails in base area.	Poor connections: Walking between lodges and between base areas is challenging, both on the highway and along the cross tow.	Better connections for walking
		Increased Safety

Two options for main corridors to walk around town 1) Hwy 210 and 2) Cross tow. Both corridors are relatively flat, with gentle rise towards Albion Side.	Steep grade: Grade between cross tow corridor and road corridor make it difficult to get from one corridor to another.	Negotiate the steep grades: Maintained routes up and down the hill
	Safety Concerns: unsafe to walk on Hwy 210 at times of high traffic.	Increase desirability for residents/visitors to walk around town
	No formal trailheads for trails accessing north side of highway.	Re-design Highway 210 through the Town of Alta as walkable street
		Create a pedestrian-oriented end to Highway 210/summer road gateway/trailhead
Maintenance	EXISTING CONDITIONS: Ski area maintenance and operations include trucks and heavy equipment. These usually operate along the cross tow road, and access other locations via SR-210. Alta Lodge uses a dirt road south of the Lodge for vehicular access to the property, although that road is closed to public traffic.	



of cars in snake and decrease heavy risk on high risk days) and/or other down canyon travel restrictions due to accidents/delays

- Increase winter parking efficiencies
- Keep existing number of spots, no more no less - 2,446.
- More precision on parking design, catering to different types of use
- More efficient parking, i.e. parking garage or Alta's plan to merge the two lots
- Calm traffic on Highway 210 in town
- Consider parallel route to SR 210 in summer to connect visitors to Albion Basin – cross tow or road along slope
- Create additional connection from Wildcat lot to SR 210 at Alta Lodge
- Create park and ride experience for summer visitors in heart of town center / commercial core
- Consider alternative ways to get vehicles from the edge of town to parking spots
- Create facilities/trails/etc. to incent summer visitor drivers to get out of their cars at the Albion Base instead of driving up the summer road
- Promote park and ride facilities at the canyon mouths
- Study parking or vehicle fees in canyon

TRANSIT

- Enhanced UTA ski season service (increased frequency or express service to Alta and/or extended hours i.e. 7 p.m.)
- Work toward summer canyon service: Develop summer UTA service from valley to Alta and incent transit trips to bring fewer cars to Alta and LCC
- Alta Resort Shuttle service could be better utilized and/or investigate other opportunities for people to move around town without a car

- Consider bringing shuttle further down into Town if Commercial Core is located there.
- Rideshare program
- Transit hub/center: Creation of a more formal transit hub that can evolve over time depending on direction of transit that can serve winter and summer transit service, and in long term could serve train
- Consider realigning UTA routes directly from Bypass Road via Powder Ridge Dr. through Wildcat Parking Lot then up to 210 to Albion.
- Understand potential fixed guideway alignments and stops
- Coordination with appropriate agencies to create incentives for transit and disincentives for driving (from valley to Alta), including park and ride lots/centers at the canyon mouths, where most skiers board.
- TDM: Work with Ski area and other entities to reduce demand for SOV trips.

PEDESTRIAN / HIKING

- Formalize informal summer pedestrian connections
- Create winter pedestrian network - better connections for walking among ski area destinations
- Formalize clusters of pedestrian destinations (are relatively similar in summer and winter) and create connections among them
- Increased safety measures to protect pedestrians from moving traffic
- Negotiate the steep grades: Maintained routes up and down the hill
- Increase desirability for residents/visitors to walk around town
- Re-design Highway 210 through the Town of Alta as walkable street

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<ul style="list-style-type: none">▪ Create a pedestrian-oriented end to Highway 210/summer road gateway/trailhead▪ Integrate transit and recreation use with car reduction	<ul style="list-style-type: none">▪ Improve mode of connection (aerial?) between two base areas
SKIERS <ul style="list-style-type: none">▪ Trailhead(s): Consolidated parking with facilities for backcountry skiers▪ Focus on two nodes for backcountry skiers – town buildings area and end of highway▪ Opportunities to better move skiers around base area?▪ Create skier connection parallel (above) cross tow to connect lodges▪ Create more formal trail network to allow backcountry skiers to get into the commercial core▪ Create parallel track to cross tow▪ Decrease conflicts between ASA snow cats/snowmobiles and skiers/pedestrians	BICYCLE <ul style="list-style-type: none">▪ Increase safety for road cyclists on Highway 210▪ Create a basic network of bicycle facilities connecting existing and planned town destinations.▪ Create more of a destination place for cyclists riding up canyon▪ Create a more formal staging area with greater level of amenities as a jumping off point for cyclists riding up trails or summer road.
	MAINTENANCE <ul style="list-style-type: none">▪ Increase safety for UDOT snowplow operators▪ Decrease challenges/obstacles for effective plowing

Town of Alta Commercial Core Plan – Existing Conditions and Analysis	52	December 8, 2016
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4 Economics

SCOPE OF WORK

The following report contains elements of a market analysis concerning the town of Alta, Utah. Per the revised scope of work outlined by the client, the report highlights the following:

- An existing conditions analysis
- Interviews with local business owners, property owners, brokers, and developers
- An overview of rents and construction costs
- A seasonal retail analysis highlighting current practices by existing retailers

Based on requests from the aforementioned sources, the report does not contain a lodging analysis, case studies of other resort towns, an analysis of seasonal demand requirements, fiscal impacts, funding options, potential summer programs and facilities, study of land constraints, or demographic target market analyses. While some of the aforementioned were discussed with market participants as part of this assignment, no data collection or conclusions are presented herein, per the client’s guidelines.

SUMMARY OF FINDINGS

The report highlights several issues regarding potential development and market conditions. The following summarize a few of the key findings:

- Additional retail could be supported at present at near 1,000 to 1,500 square feet, if the location is either Albion

Basin or along the highway. Occupants would most likely be from expansion of existing users, and not new entrants to the market

- An additional 1,500 to 2,000 square feet of retail could be supportable if additional summer activity takes place. Retailers will need a full nine to ten-month season to consider expansion and new ventures. The current season results in a shorter period of activity that makes any type of new development less feasible. The most likely potential retailers include a coffee shop, small grocer, a ski rental/outdoor activity store, a bakery, and a café/bar. Massing near a transportation hub would most likely result in quicker absorption, higher values, and less turnover
- Retail construction costs are estimated at near \$150 to \$165 per square foot, dependent upon a variety of factors (and not including land value). To ensure financial feasibility (and that value will exceed construction and land costs), rents will need to be near \$15.00 per square foot per year, triple net, with a first year rate of return (CAP rate) of approximately 8.0 percent. Rent levels will be difficult to support at this amount without increased summertime activity. Investors will likely require higher rates of return (which consequently results in lower overall values) if locations are secondary and/or transportation remains the same
- For additional retail and commercial use, critical massing of people needs to occur in a centralized area. A spreading out or “dilution” of potential customers to multiple gathering areas will not lead to enough activity to sustain additional development

- A summertime (as well as winter) place maker, such as a lodge, conference center, reception hall, etc., is likely necessary to accommodate large groups and get the mass necessary to keep retail activity occurring during summer months
- Projections for additional retail development are largely contingent upon transportation issues (i.e., a tunnel, train, bus hubs, etc.)
- Structured parking is estimated at close to \$30,000 per space. Some resort towns have experienced costs well above this amount, while other, more urban locations are lower. Surface spaces at estimated to cost closer to \$4,000 to \$4,500 per space.

EXISTING CONDITIONS ANALYSIS

BACKGROUND

The subject of this analysis is the Town of Alta, located in Salt Lake County, Utah. Existing conditions are outlined based on available demographic data, as well as information received from residents, property owners, and business entities in the Town of Alta.

As noted by the following maps, the majority of the Town of Alta is characterized by open, mountainous space. Town boundaries have increased in size following various annexations in the past 40 years, while development has largely been contained to select areas.

The associated exhibit highlights land uses for the Town of Alta. Residential uses are primarily clustered around the western/northern portion of the town, with commercial uses lining the main vehicular arterial. A small section of governmental use buildings is situated in a central/northern area (also next to the road), while the rest of the town area is identified as recreation and open space.

The recreation and open space represented in the mas is primarily utilized and maintained as the Alta Ski Area. During winter months, the mountainous terrain is heavily trafficked with downhill and backcountry skiers, while summer months are populated with hikers and nature enthusiasts. The primary land owner is the Wasatch-Cache National Forest, as shown on the accompanying map. Most private land is located around the road entrance to Alta, as well as near the peripheries of the town boundaries. Conservation easements have been placed on some private land parcels, resulting in land that will remain undeveloped. Other private land holdings have slopes that prohibit development. Consequently, available land for development is limited in Alta.

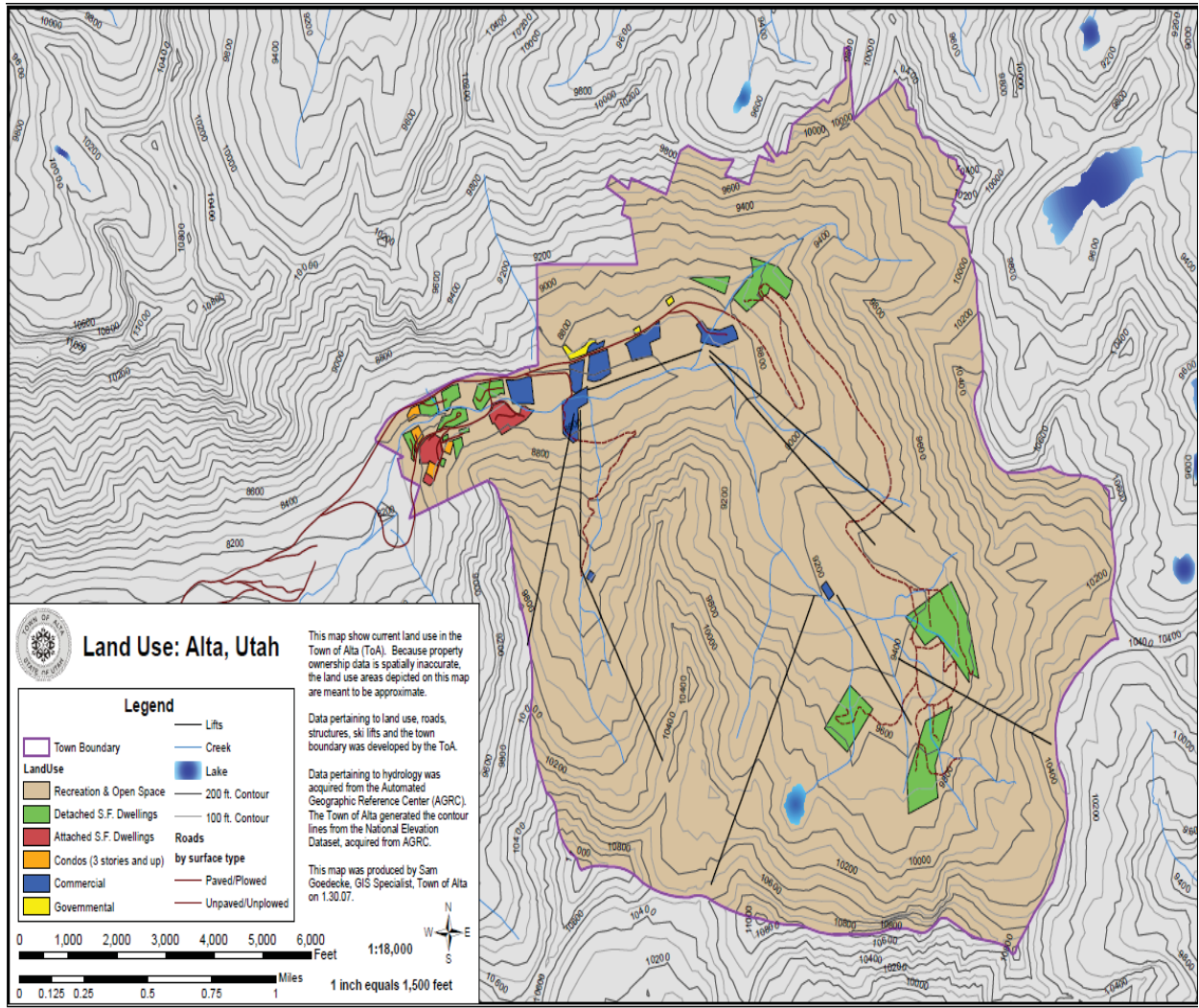
According to the Alta Zoning Map, developmental density is general highest in close proximity to ski resort and road improvements, while most of the town has very low density zoning.

Finally, in relation to zoning, the following maps highlight in more detail the commercial core of Alta. The central, dotted red-line refers to an area delineated as the “core,” which is not a zoning designation but a generally defined area used for planning purposes.

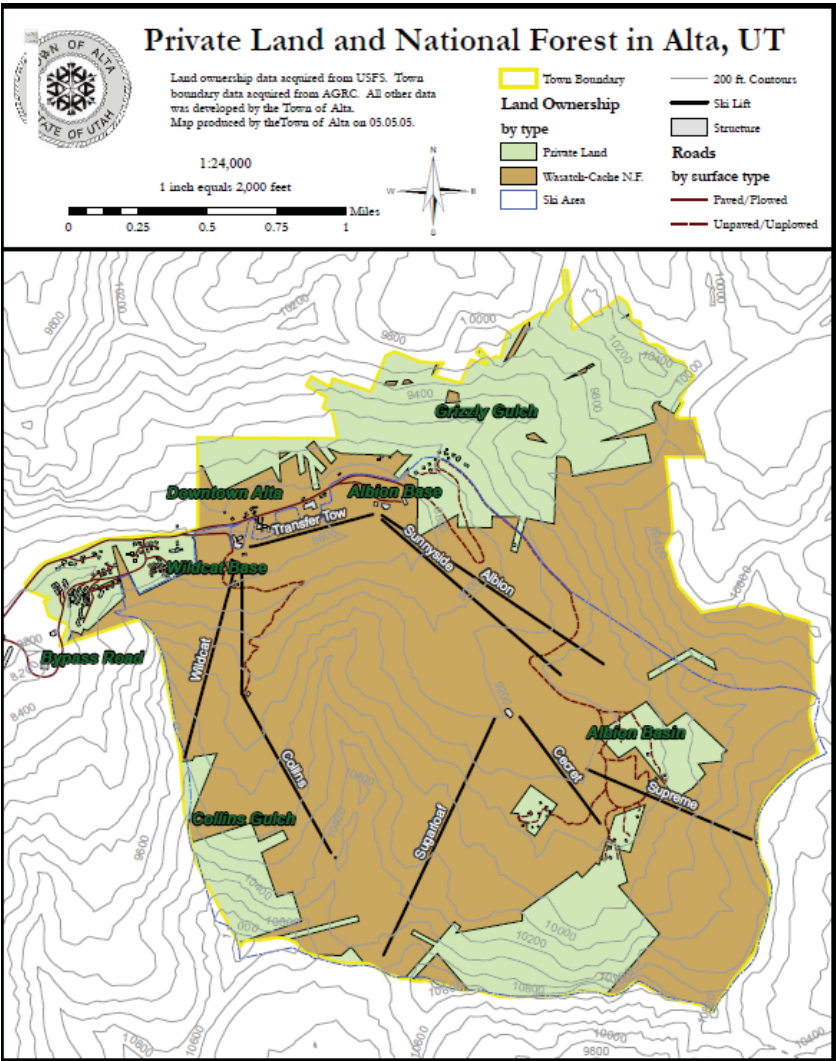
DEMOGRAPHICS

Basic demographic information for Alta shows that population is less than 400 persons, with growth from 2000 to 2010 at just above five percent. According to various business owners and town representatives, the nighttime population during winter months increases to near 1,000. This includes guests, residents, and employees of the various lodges and hotels.

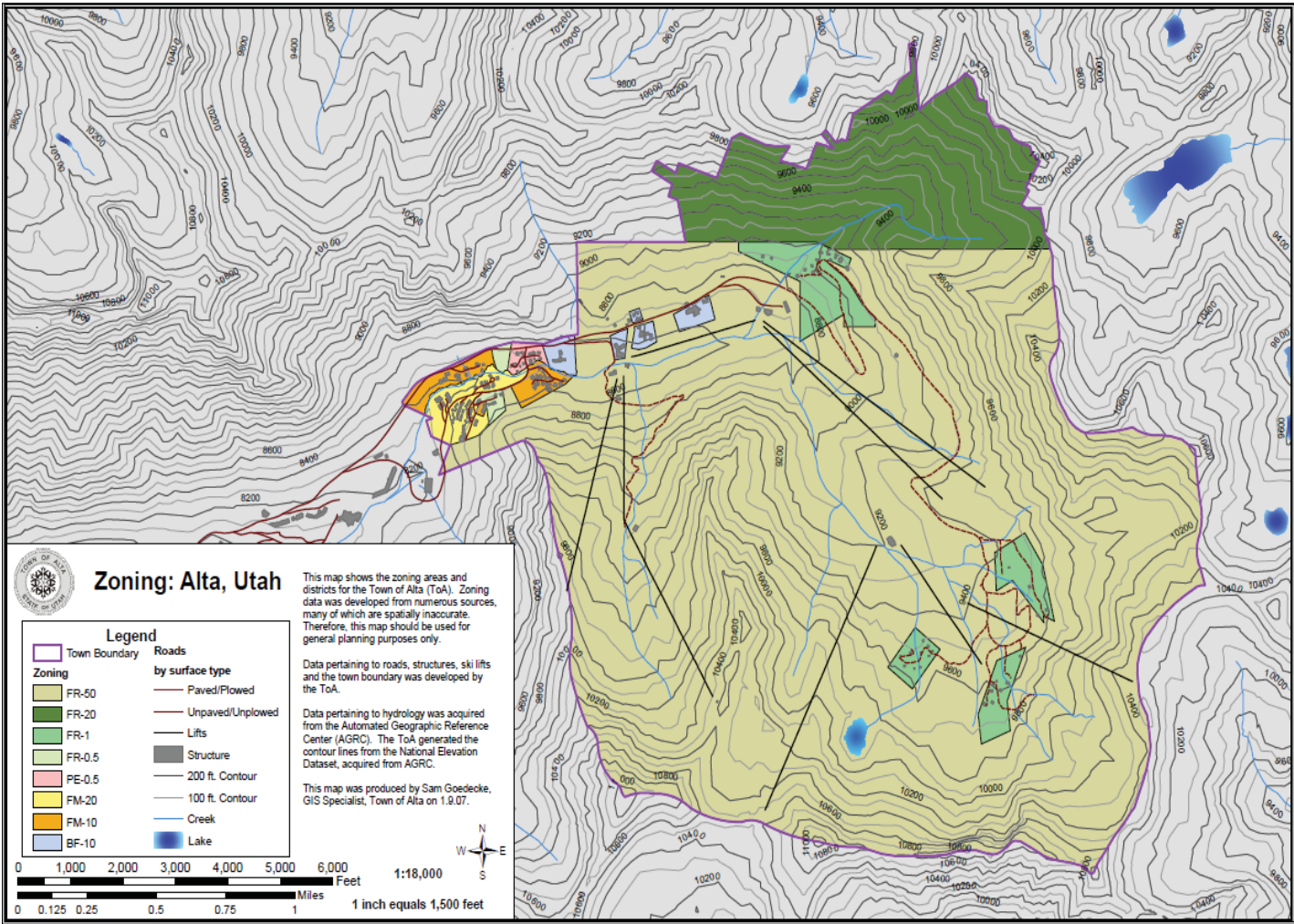
The populace is atypically male in gender, with only 37 percent of residents being female. The median age of 36.7 is more reflective of national statistics, but well above the median age in Utah (30.2). Incomes for Alta have been reported at higher levels than those for



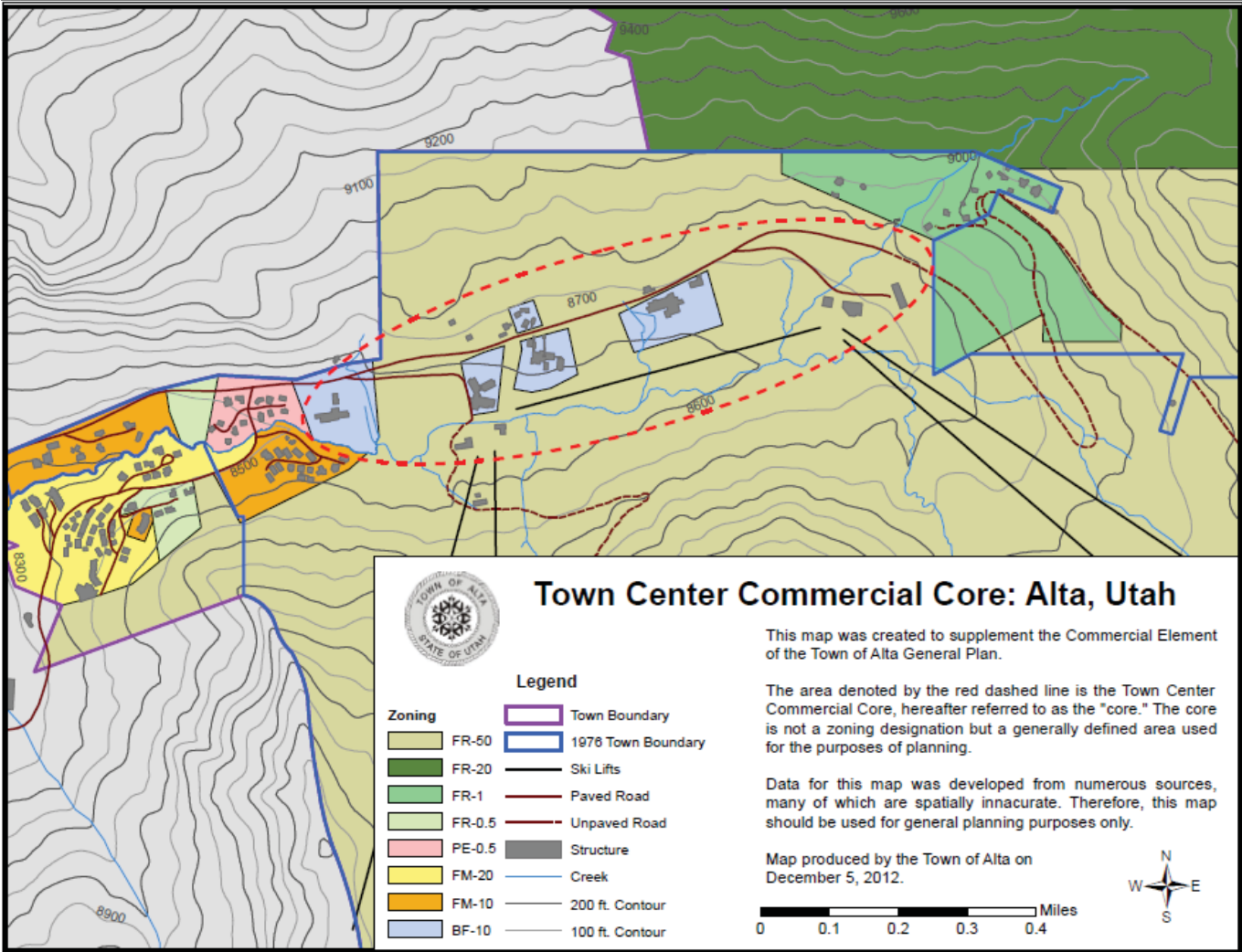
Town of Alta Commercial Core Plan – Existing Conditions and Analysis



Town of Alta Commercial Core Plan – Existing Conditions and Analysis



Town of Alta Commercial Core Plan – Existing Conditions and Analysis



Town of Alta Commercial Core Plan – Existing Conditions and Analysis

the State, and significant increases in median incomes were reflected from 2000 to 2010.

BASIC DEMOGRAPHIC INFORMATION - ALTA

Population - 2000	363
Population - 2010	383
Population – 2015 (Estimate)	394
Male vs. Female Population	64 to 37 percent
Median Age - Alta	36.7
Median Age - Utah	30.2
Median Income Alta – 2013	\$66,860
Median Income Alta - 2000	\$51,250
Median Income Utah - 2013	\$59,770
Housing Supply - 2015	330 Units
Percentage of Renter Occupied Housing	36%
Median Gross Apartment Rent - 2013	\$657 per month
Median House or Condo Value - 2015	\$631,500
Travel Time to Work – Less than 15 mins.	55% of population
Travel Time to Work – Work at Home	22% of population

The basic demographic information also shows that Alta has roughly 330 housing units, of which approximately 36 percent were noted to be leased (as of 2015). Gross apartment rents are below the median for Salt Lake County, while median home values are significantly higher.

EXISTING TOWN OF ALTA BUSINESSES

Current businesses in Alta are primarily involved in the lodging and tourism industry. A ski/outdoor equipment shop, coffee establishment, a stand-alone restaurant, and a few others comprise the majority of non-lodging or resort-specific businesses. Major employers within Alta include the ski resort, as well as the lodges noted below:

- Alta Chalets – represents a variety of homes, cabins, and condominiums
- Alta Lodge – provides guest rooms with ski-in/ski-out service since 1940. Open nearly year-round (except for a 1.5-month shoulder season in both spring and fall)
- Alta Peruvian Lodge – provides guest rooms since 1948. Open only during winter months
- Snowpine Lodge – Ski-in/Ski-out lodge with some off-season use
- Rustler Lodge – approximately 85 rooms of ski-in/ski-out service, open only during winter months
- Goldminer’s Daughter – Ski-in/Ski-out lodge directly at the base of Collins and Wildcat ski lifts. Over 90 rooms that are open only during winter months

All of the above lodges have their own dining facilities, with meals included in the costs of the room rates. They are the primary employers (with the ski resort), with most providing some sort of onsite lodging for employees.

INTERVIEWS – PROPERTY OWNERS, BUSINESS OWNERS, DEVELOPERS AND RESIDENTS

Interviews with various property owners, business owners, developers, and residents of Alta reveal additional information regarding existing conditions in Alta, as well as perceptions regarding what could be developed (if at all). These same sources also discussed the need for a summertime economy, as demographic trends change dramatically around the winter season. Respondents indicated that various commercial needs are lacking in Alta, with the following noted multiple times by different sources:

- A convenience store
- A small grocery store
- A bakery
- A more centrally located coffee shop

- An amphitheater or area for outdoor music and events
- A convention center or conference hall that can host large weddings, corporate events, festivals, and similar larger events
- An area for more locker storage
- Dedicated employee housing
- More independent restaurants

Most respondents were in favor of additional development at Alta, but recognized the need to better understand the potential of a summertime economy. Interviews included questions regarding current business operations (if a business owner), what needs were most critical in Alta, how a Town Center could best serve the area (and what uses and location would be appropriate), what kept businesses from expanding or operating more in the summer, and what services residents deemed most vital, as well as other comments.

Focus was also placed on how transportation alignment and improvements could alter business and overall lifestyle in Alta. Respondents were questioned regarding long-term planning issues such as Mountain Accord, as well as more short-term requirements to alleviate occasional traffic issues.

Property owners, developers, and business owners all opined regarding the potential for near-term commercial development. Considerations were also made for types of development, densities, absorption, and achievable rents and returns.

Presently, it appears that Alta would rely upon internal growth (i.e., expansion of existing businesses) for any new development. Other business owners and developers are reticent to pursue construction without a clear summertime economic plan. Two, existing businesses have indicated that they may pursue near-term expansion, if property was made available in key locations. Both are

retail sales-oriented stores, and are established enough in the area that they believe they could expand without any additional summertime economic stimulation. However, both prefer space close to the existing Albion Basin parking lot, which currently does not provide any retail vacancies (or any development).

Overall, there is enough demand at present to support near 1,000 to 1,500 square feet of additional commercial space in Alta. Absorption may take upwards of a year, and tenants will all likely come from expansion of existing uses. Notable, however, is that absorption of 1,000 square feet is anticipated to be net, and not merely relocating of existing spaces to better locations.

Further retail development could also be supported in the near term at upwards of 1,500 to 2,000 square feet, if additional tourist activity were to be created during summer months. Presently, the busy season consists of mid-December through mid-April. Few visitors are found in Alta in the second half of April, May, and June, as well as the second half of October and most of November. July and August see heavy traffic in the Albion Basin. Consequently, most retailers who do not already have a presence in Alta indicate that they would not be able to financially reconcile an operation that has significant seasonality differences. Interviewed businesses were anxious to see if activity could be increased in at least June and September, thereby creating a calendar year that has essentially nine to ten months of healthy operations.

An increase of 1,500 to 2,000 square feet, dependent upon summer activity, also requires a location most likely in the Albion Basin or on the main highway. Businesses and developers were hesitant to commit to development in the Wildcat area, unless significant lodging or resort improvements were made. Overall, most see the majority of a 1,500 to 2,000 square foot expansion being filled by a small grocer and eateries.

<p>Also noted is the potential impact of transportation changes on retail demand. Numerous sources showed that if a train or tunnel (or both) is constructed, that retail development could be as significant as the Town would allow. This includes development of lodging facilities as well. A more direct connection to Park City through Big Cottonwood Canyon was seen by those interviewed as a possibility of adding notable commercial facilities. Absorption and total potential square footage is not available, however, without a more in-depth study of possible traffic counts due to transportation improvements.</p> <p>Interviews also revealed some of the following regarding the potential of additional development in Alta:</p> <ul style="list-style-type: none">• A convention center/conference hall is necessary. Several lodges have facilities, but are closed in the summer. The Alta (resort) offerings are too small (200 or less) and are part less desirable cafeterias/etc.• Outdoor amphitheaters have been considered and are desired, but finding the right land, parking, and environmentally-stable area has been difficult• Various festivals have considered Alta, but need a place for various performances• There exists a need for space that can service corporate retreats. Companies that are looking for training or a place for outdoor workshops, have had interest in Alta, but facilities are lacking <p>RENTS AND CONSTRUCTION COSTS</p> <p>Included in the scope of this assignment is an overview of potential construction costs and achievable rents for retail development. Also considered is the cost of possible structured parking, which has been proposed as an option under various development scenarios.</p>	<p>Construction costs are taken from currently active firms in Northern and Central Utah, with appropriate adjustments made for Alta’s unique location. Additionally, costs are outlined by several cost estimating services, a few of which include multipliers for properties at high elevations, on sloped land, and with other geographical features that are not considered typical (i.e., potential for avalanches, extreme temperatures, soil conditions, etc.).</p> <p>Construction of a single-story retail building is estimated at near \$150 to \$165 per gross square foot. The range is due to the variety of potential finishes, and the costs consider the uniqueness of getting materials to Alta. Land costs are noted to be separate, but the range does include a developer profit allowance.</p> <p>In order to justify construction costs of \$150 to \$165 per square foot, rental rates would need to be near \$15.00 per square foot per year. This is obtainable for a less-seasonable economy, but may be only feasible in Alta for very small spaces (typically, smaller spaces lease at higher rates per square foot than larger areas, all else equal). Consequently, for larger retail offerings (in excess of 250 square feet), incentives may be necessary in order to attract development. Otherwise, development may have to come from owner/user types. If \$15.00 per square foot per year rents can be achieved, then capitalization rates could likely be supported at 8.0 percent. Considering the unique seasonality attributes, an 8.0 percent overall rate may be supportable for Alta retail (while lower rates are reflected in more typical environments throughout the Salt Lake Valley). If higher rates are required by investors (based on their perception of risk and value), then financial feasibility will be questionable until rental rates increase and/or construction costs decline.</p> <p>Costs are also examined for potential parking garage spaces. Historically, structured spaces in suburban environments have ranged widely from \$15,000 to upwards of \$25,000 per space. A recent study for parking garages in Park City showed costs in that</p>	<p>area of upwards of \$45,000 per space. Park City has unique soils that require notable costs, and it is assumed that Alta does not experience this issue. Nonetheless, construction of parking facilities at Alta will likely be above the historical range, due to the time and expense associated with delivering materials and utilizing a short construction season. Estimates from various sources suggest that costs could average \$30,000 per space in Alta.</p> <p>Alternatively, additional surface spaces are estimated closer to \$4,000 to \$4,500 per spot. This includes costs associated with driveways and all parking connectors.</p> <p>SEASONAL RETAIL ANALYSIS – CURRENT PRACTICES</p> <p>This report looks at existing summer conditions for retail properties, as revealed through interviews with property and business owners which are highlighted below.</p> <p>In regards to the summertime economy, respondents indicated that the seasonality of Alta presents significant hurdles, and that the ski resort should take an active role in organizing and creating events during the summer to promote the area. Opinions differed as to what would be appropriate, with most indicating that activities should be focused around promoting and preserving the beauty of Alta. As the various quotes reflect, there is a relatively wide range in sentiment from a variety of sources regarding what the community needs for summertime growth. Nonetheless, there are several components that seem to be repeated from those interviewed. They are listed below:</p> <ul style="list-style-type: none">• A vision needs to be created or the town will continue to lose business to other resorts and communities• There needs to be better planning between the resort and lodges/retailers to created a unified plan for a summertime economy	<ul style="list-style-type: none">• For retailers looking to expand or take space in Alta, the shoulder season needs to be shortened by adding festivals, retreats, concerts, weddings, etc.• Restaurant uses could expand if lodging was more available during summer months. Lodges would not have to open their kitchens (which are reportedly costly) if there were restaurant options in Alta• There needs to be a gathering area, or community center, that can attract people year round. The community center should have the ability to act as a corporate retreat option, as well as a wedding and event facility. It has the potential to generate income to the town, and provide a community benefit. If properly located, it could be accompanied by new retail space, thereby creating a more focused town center• Albion Basin seems to be the preferred location for most people for a town center. It, however, misses more than half of the traffic. If a tunnel or train is not coming to Alta, then a reroute of Wildcat parking may be appropriate in order to tie the areas together for both winter and summer use• A year-round lodge operated by Alta is considered key by several parties, including current lodge owners, as it would aid in attracting tourists for key summer months <p>Comments also highlighted that business is not as robust as in years past, and that significant consideration needs to be made in regards to year-round transportation issues in the Canyon. These and other observations are shown below (actual quotes from those interviewed):</p> <ul style="list-style-type: none">• “We need Alta (the ski resort) to keep a lift open during summer months”• “Keeping a lodge open during the summer is just not financially feasible. If we did open up, it would only be for
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- three months and to keep staff from turning over every year”

 - “Alta (the resort) could shorten the shoulder season by keeping the lifts open for another month”
 - “We need more trails from the Wildcat side to get people to park down there and use that part of the mountain”
 - “Mountain biking in the summer is more of a Snowbird thing – the terrain doesn’t seem right in Alta”
 - “There could be plenty of restaurant and wedding business, but we need some of the lodges to stay open in order to get the bigger crowds”
 - “Festivals are a great idea, but we need to convince the lodges to open up their restaurants so that people will stay up the Canyon after the festivals”
 - “A summer-time economy is relatively non-existent. Particularly during the shoulder seasons there is literally no activity. A roughly two-month wildflower period brings people back up the canyon, particularly on weekends, but that is it”
 - “A conference center is key to bringing summer activity to Alta. There needs to be a beautiful place to meet”
 - “The town lacks a sense of place, with a real need for a town center that is more than just a community center”
 - “Adding access to other canyon communities (i.e., Brighton, Park City) would greatly improve Alta’s outlook and a summertime economy”
 - “We need a better transportation system up the canyon for all seasons, and a shuttle/bus operation is just a five-year band-aid. The population is growing, and we need constructive, large-scale changes”
 -
- “We need a dramatic restaurant or conference hall that can cater to weddings and corporate events. That will drive summertime lodging business”
 - “The town needs to be more willing to allow for additional condominium and restaurant growth”
 - “Alta needs a train. Otherwise, we fail to plan for the next 20 to 30 years of growth”
 - “A community center is key. We need a bigger space than Our Lady of the Snows. Something more functional and versatile”
 - “Concerned that the road closure during the summer is cutting off access for too many people. We need a plan to manage the summer growth without it getting too big”
 - “We used to be busier at Thanksgiving and prior to Christmas. Now, the end of November and beginning of December is pretty weak”
 - “During key weekends and holidays, we are booked well in advance and fully occupied at good rates. Weekdays are a bit softer sometimes, which has changed in the past few years”
 - “Some might be in favor of more summer festivals, but they don’t do anything to help the lodges. People come up for the day and then go home”
 - “We are considering opening up during the summer, particularly on the weekends, during July, August, and September”
 - “It is key to capture some of the 4:00 rush out of the canyon. How do we get those people to stay and relax?”
 - “Summer activities in Alta should be focused around nature and environmental retreats”

5 Utilities (Water, Sewer, Gas & Electrical)

WATER

INTRODUCTION

The Salt Lake County Service Area #3 is a government water district located near Snowbird Ski Resort, which is immediately west and down-canyon from the Town of Alta. The Town of Alta owns all of its water infrastructure, and contracts with Service Area #3 for operation and maintenance. The Town of Alta uses culinary water through a Surplus Water Agreement with Salt Lake City Public Utilities. This agreement allows the Town of Alta 265,000 gallons of water per day and dictates where this water can be served.

Water demands vary greatly throughout the year due to seasonal visitation trends. The Town of Alta water distribution system currently consists of a variety of pipe sizes from 2” to 14”.

UNDERSTANDING OF NEEDS

This inventory document is provided as a working document, which is intended to assist the Landmark Design Team and the Town of Alta assess the implications of growth possibilities related to future development in Alta’s commercial core, between the Peruvian Lodge and Albion Basin parking lot, and south from the highway to the toe of the ski slope. There may one day additional private land in this study area, and any development on that land will require further utility infrastructure planning, as well as compliance with the Town of Alta’s remaining water allotment per the surplus water agreement with Salt Lake City Public Utilities. It is understood that such development could include restaurants and bars, a multi-

purpose community center, a bakery, a small store, lodging, housing, or a day lodge.

This report discusses planning-level ways to better utilize the sources supplying the existing water system as well as possible solutions that promote sustainable design for future growth and implementation of potential projects. It also indicates some upgrades which need to be made and includes recommendations for improving and upgrading existing infrastructure for established connections and to accommodate potential future residential and commercial growth, which will be determined as this plan emerges.

METHOD AND DATA SOURCES

The majority of the data collected for this study was obtained from available Town records. Descriptions of the data collected for the study is summarized in the following list:

- 2012 Annual Drinking Water Quality Report for Alta Town
- The U of U CveEN 6440 Water Distribution System Design Class Spring 2011 Semester Report
- Population data from Town of Alta
- Water use data (obtained from Town of Alta billing records)
- Water system details – Exhibit (obtained from Salt Lake Service Area #3 GIS Mapping)
- Locations and pipe sizes, tanks, water valves, fire hydrants and lift stations.
- Storage Tank (365,000 gallons located on the mountain above the Bay City tunnel)

<ul style="list-style-type: none">• Aerial map (obtained from the Utah Automated Geographic Reference Center (AGRC))• Water source data (Bay City Tunnel)• Land use data (obtained from the Town of Alta Zoning Map)• Town of Alta Peak Day Demand Source Capacity Requirements Inventory• State of Utah Drinking Water Rule R309-510: Facility Design and Operation: Minimum Sizing and Requirements <p>It should be noted that the data provided by the Town of Alta is generally inconsistent and lacks sufficient detail for providing definitive solutions. Nevertheless, it is sufficient for addressing general planning-level needs and ideas.</p> <p>With the GIS map provided by Salt Lake County Service Area #3, we can better understand the layout of the system and the possible options to increase the water supply as needed for future growth.</p> <p>SYSTEM INFORMATION</p> <p>The Town of Alta’s water system is System Nr. 18049. The Town of Alta’s partner in water and sewer operation is Salt Lake County Service Area #3 (Service Area #3), which is located at Snowbird Ski Area.</p> <p>The Town is provided water by the Bay City Tunnel, which is located on the east side of State Route 210, opposite Snowpine Lodge. Water is pumped from a 300-foot vertical shaft, which is located 1800 feet from the portal of the mine. The water is then pumped into a water tank which is located on the mountain slopes above the tunnel. This tank stores 365,000 gallons of water.</p>		
<p>FUTURE PLANS</p> <p>The Town of Alta’s options for development are limited at present, due to the lack of private land available for development. Implementation of a Commercial Core rests in large part on the possibility of a land trade between Alta Ski Area and the US Forest Service. This Master Plan is being prepared to provide a vision of what the commercial core may be, and is yet-to-be- determined. Some of the uses that have been discussed as part of this Commercial Core included the following uses:</p> <ul style="list-style-type: none">• Restaurants and bars;• A community center;• A bakery, small store and coffee shop;• Additional lodging;• Housing for employees;• Other housing/lodging options;• A day lodge; and• A transit Center <p>There may one day be additional private land in the commercial core project study area, and any development on that land will require further utility infrastructure planning, per Chris Cawley, Assistant Town Administrator.</p> <p>DEVELOPMENT LIMITATIONS AND OPTIONS</p> <p>The major issue that the Town of Alta faces is the balance of the 265,000 gallons per day allotment against what is currently being used. The unused allotment of around 35,000 gallons per day is all the culinary water that is currently available to support any future growth.</p> <p>Some possible options that might be considered for extending and improving access and utilization follow:</p>		
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<ul style="list-style-type: none">• Utilize measures to conserve water consumption;• Determine if there are any other possible sources of water.• Investigate if a secondary source of water may be available for exterior uses;• Water reuse;• A system efficient study to determine if the existing system has issues with possible breakage out of the system (wasted water) <p>Detailed investigations of these options to increase the amount of available water to support further future growth are beyond the scope of this report. They could, however, be studied in greater detail to determine the feasibility, value and the cost of each option, including recommendations.</p> <p>EXISTING SOURCES, FACILITIES & POSSIBLE FUTURE CONNECTION</p> <p>This section examines the needs and requirements for sources and facilities on an individual basis, with the following caveat regarding three main requirements that must be considered when evaluating a water system:</p> <ul style="list-style-type: none">• Sources, which typically considers water rights and capacity but in this case it is the 300-foot deep vertical shaft where the water is pumped and then lifted to a 365,000-gallon storage reservoir.• Storage, which considers water tank capacity; and• Distribution System, which considers pipe size and flow capacity. <p>SOURCES</p> <p>The only current source of culinary water for the Town of Alta is the Bay City Tunnel. It is a 300-foot deep vertical shaft where the water</p>		
<p>is pumped and then lifted to a 365,000-gallon storage reservoir. The appropriate water rights currently exist for this course.</p> <p>STORAGE FACILITIES</p> <p>Water from the Bay City Tunnel is treated at the source and fed into a 365,000-gallon storage tank known as the “Alta Storage Tank”; It also feeds the 10,000-gallon Grizzly Gulch Storage tank,</p> <p>The minimum State storage requirement for fire flow is 1,500 gallons per minute (gpm) for 2 hours for a total of 180,000 gallons. The state requires peak day demand storage of 400 gallons per Equivalent Residential Connection (ERC) for indoor use and 4,964 gallons per irrigated acre for outdoor use in addition to the fire storage.</p> <p>PUMP STATIONS</p> <p>There are five pump stations within the system, two in the Bay City Tunnel. Water is pressurized by pumping into the two water tanks and is then gravity pressurized into the distribution system. The storage tank elevations provide enough pressure to transmit water throughout the existing system.</p> <p>DISTRIBUTION SYSTEM</p> <p>The distribution system for the Town of Alta consists of pipe sizes ranging from 2” to 14”. Flow seems to be acceptable under normal demand conditions throughout the system. If this system had redundancy by a more traditional looping system, the flow would improve.</p>		
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EXISTING AND FUTURE CONNECTIONS IN THE TOWN OF ALTA SERVICE AREA

The area that is provided water by the Town of Alta’s system consists mostly of rural residential housing units and a few commercial connections. The area served is within the boundaries established as part of the Town’s surplus water agreement with Salt Lake City Public Utilities, and this boundary is expressly identified in the agreement as the Town’s boundary as of 1976.

As described earlier, roughly 35,000 gallons per day of peak day culinary source capacity is available for future development within the town’s surplus water agreement. This amount represents 13.8 percent of Alta’s total allotment of 265,000 per its surplus water agreement, and it has been calculated based on uses currently connected to the Town of Alta water system, and State of Utah regulations regarding drinking water system peak day source demand (<http://www.rules.utah.gov/publicat/code/r309/r309-510.htm>).

CONCLUSION / ANALYSIS

From the current information gathered, it is possible for future growth to take place in the Commercial Core, although the details can only be assessed once specific development concepts have been formulated and the planning-level utility needs and requirements analyzed.

Some of the key elements which will be assessed at that stage include the following:

- Type of Development
- Location of Development
- Size and Intensity of Development

- Continuity and Focus of Development (Nodal versus Dispersed, for example)

SEWER

Alta’s main sewer line was constructed in 1971in cooperation with Salt Lake County #3-Snowbird. The town’s incorporation in 1970 allowed Alta to apply for US Environmental Protection Agency funding not otherwise available to assist with development of sewer infrastructure in Little Cottonwood Canyon. The Town and Snowbird Ski Resort thereby partnered in funding this sewer project, and entered into a perpetual agreement for ownership and maintenance of the system. Per this agreement, the Town of Alta owns 40% of the total capacity of the main sewer line between the LCC sewer line’s connection to sewer infrastructure owned by Cottonwood Improvement District (a wastewater collection agency located in Salt Lake Valley), up Little Cottonwood Canyon to the Superior Parking Lot. In this location, a spur extends southeast along the Alta Bypass Road toward residential areas including Blackjack Condominiums, Superior Point, Sugarplum Condominiums, and the Powder Ridge PUD. This spur is owned and operated by Service Area #3. The main line continues up-canyon from the Snowbird Superior Parking Lot toward Hellgate Condominiums the center of Alta; beyond this junction in the Superior Lot, the Town of Alta owns 100% of the main sewer line, which terminates in the Grizzly Gulch neighborhood.

Operation of Alta’s sewer is described in the Town of Alta Sanitary Sewer Management Plan, which is available on the Town of Alta website or by contacting the Town of Alta office. The town retains a part-time employee who is a State of Utah-certified sewer operator to operate and maintain the sewer infrastructure owned by the

town. Some aspects of sewer maintenance and operation are conducted through the town’s contract with Cottonwood Improvement District, which is responsible for treatment of wastewater generated in Alta. Connection to Alta’s sewer main is regulated by Cottonwood Improvement District, which also levies connection fees for development of lateral connections. The main sewer line and the Alta Bypass Road Sewer Main consist of 8” ductile iron pipe, with limited sections of 8” HDPE pipe. The line is certified watershed-compliant, with mechanical joints and double-lid, cast-in-place manhole covers. The capacity of the LCC sewer system is 3.2 million gallons per day, and per the agreement described above, Alta owns a 40% allotment of this total capacity. Peak flow at the sewer metering station in the Snowbird Superior lot is generally around 220 gallons per minute, and the average flow is roughly 60 gallons per minute.

The likelihood that the capacity of the current sewer system will be exceeded under normal circumstances is low. Sewage generation rarely exceeds total water use by a significant amount, and given Alta’s contractual culinary water use limit of 265,000 gallons per day, combined with Snowbird’s contractual limit of 1,000,000 gallons per day (Snowbird uses surplus Salt Lake City Public Utilities water under an agreement similar to the Town of Alta’s) the sewer line’s capacity of 3.2 million gallons per day is adequate.

NATURAL GAS

Alta’s natural gas supply was originally developed by a special service district. The service district was created in 1986, bonds were issued for development of the service line, and the line was installed in the same year. Bonds were paid off in 1997 and gas line was

deeded to a utility company. Today, the Little Cottonwood Canyon gas line is owned and operated by Questar.

Gas flows up Little Cottonwood Canyon in a high pressure, 8-inch line. The main line runs parallel to Highway 210 through Snowbird to a depressurizing station near Snowbird Entry 4, where the line changes to a 6” HDPE pipe which runs up the Alta Bypass Road.

ELECTRICAL

A brief evaluation of the Electrical Power lines feeding the town of Alta, and the adjacent resort was conducted. This power line is owned and maintained by Rocky Mountain Power.

The objectives of this evaluation are as follows:

- Determine the condition of the Electrical Power line service today, does it meet the existing needs of the city and the resort?
- Will the Electrical Power line be adequate to serve the future, at varying levels of development?
- Regarding development, are some areas better suited and in proximity to the existing power line than others?
- General cost points if upgrades are necessary.

The analysis was meant to be investigative but not exhaustive. Existing electrical equipment was reviewed only on drawings provided by the Town of Alta and Rocky Mountain Power, and was not reviewed or documented in person. Interviews have been held with Rocky Mountain Power to determine the size of wire, capacity and running load of the system, and General Condition, as well as documentation of operating practice.

The comments in this report use best practice and engineering judgment based on the available information, but are not meant as a warranty of the utility system, nor as a complete assessment of reliability. Rocky Mountain Power is solely responsible for maintenance of the line and to provide quality, reliable electrical service to the users of their utility.

Existing Condition of Electrical Power Service

Power to the town comes from Brighton Substation, with a power line over the top of Twin Lakes Pass, down near Grizzly Gulch, all on overhead power lines. There is a southern radial branch that runs up into the Albion basin to feed the homes and some of the resort lifts in that area. On the main line, once it reaches the Alta resort Shop, it drops underground and continues west, with spurs north and south feeding all of the structures of the town. The underground portion is a much smaller wire than the main line over the pass. Heading west, it reaches Snowbird, where it is tied to a normally open switch that provides backup power in the event the Twin Lakes Pass line is down. See attached figure 1 for a general routing of the power lines.

The distribution voltage of this line is 24,900 volt, which is double the voltage of what is normally done in the valley. The higher voltage allows the line to carry more power for further distances, without voltage drop. Some of the spurs are rated at 14,400 volt. The main line overhead conductor is 397 AAC, all aluminum, and was recently rebuilt approximately 10 years ago to a 46,000 volt standard. According to Rocky Mountain Power, this rebuild of the main line greatly increased the reliability of the line, by increasing the spacing between conductors, and providing longer insulators, the lines no longer exhibit the faults that occurred prior to 2005.



Figure 1 – Routing of Rocky Mountain Power Circuit - Brighton 21 Feed to Alta

Hence, the statement in the 2005 Alta General Plan, page 10, which indicates that the power is inadequate and not dependable is no longer entirely accurate. It appears that Rocky Mountain Power has invested heavily in the past decade to improve the power to the Town, and fewer incidents have occurred.

Capacity of Power Line

Loading of the transformer at Brighton is approximately 16% at peak conditions. Loading of the existing overhead line is approximately 25% loaded at peak conditions. There is plenty of capacity on the portion over Twin Lakes Pass. On the underground line, it is sized as 4/0 aluminum, with a much smaller carrying capacity than the newly upgraded overhead power line at the pass. According to Rocky Mountain Power, the 4/0

aluminum is currently at approximately 50% of peak capacity, running approximately 100 amps of the available capacity of 200 amps. But because of the higher 24.9 kV voltage, the remaining capacity of the wire can provide substantial additional loading if the resort expands by one lift, or if additional commercial structures are built. To put this into perspective, a typical large house or small commercial facility would only increase the load on the high voltage side by 1 amp or so. This means that anywhere parallel to the main line is a good location for the city core elements and multiple structures can be built with adequate power on the line.

Redundancy

The redundant feed up Little Cottonwood Canyon is a buried line the entire distance. In the events when Rocky Mountain Power has had to use it, the redundant line can normally carry the entire load of Snowbird and Alta, however, in peak load conditions the portion of line going up Grizzly Gulch and over twin lakes pass experiences too much voltage sag in reverse, and the few structures on the Brighton side must be isolated or without power. It is common for backup plans to not be fully as capable as the primary line throughout the State. Since this is a backup source, and not the primary source of Alta, it is a tolerable solution in the short term. There are no immediate plans by Rocky Mountain Power to upgrade

facilities should also be considered in parallel with the power lines, and potentially water/sewer facilities could be parallel to electric and telecommunications, developing a new utility corridor as the Town Center develops.

The focus of the studies commercial core is in this same area as shown on Figure 2. This area is very near the highest capacity of the

any portion of the power lines, except where storm damage, failures or maintenance requires upgrade. Because the main line is east/west and all power is tied to this single line, a failure on the underground portion will affect many customers. In large cities, Rocky Mountain Power usually has ability to route power around construction projects or accidental outages, but at Alta, all power flows along the main line so anything downstream of a fault or construction or maintenance issue will be subject to an extended outage. Improvements in redundancy could be made by running a parallel line, higher along the existing highway, to meet up with the existing line down near Goldminers Daughter. Splitting the load into two circuits would increase the capacity of the line and provide a fully redundant path if one were to be disabled. See Figure 2 to see an approximation of how this might be installed.

Development Options

For a single building or two, the entire redundant path shown in figure 2 is not necessary. However, if possible, construction projects should anticipate a future utility corridor, installing extra conduits and routing east and west if possible. If several facilities are developed at once, or if the roadway is rebuilt or realigned, then it would be prudent to develop the new utility corridor, potentially sharing the cost with multiple developments. Telecommunications power line, near the shop at Albion parking lot. Developing a couple of small commercial facilities anywhere between Little cottonwood creek and north of the upper highway is reasonable and cost effective from a power utility standpoint.

Costs

Cost of a utility corridor are generally born by the development or roadway project. In general, trenching and conduit duct bank are

fairly inexpensive and a good investment when the pavement is already being changed. It is possible to install conduit only, and then pull wire into the duct bank later on. Buried utilities should be a minimum of 3 feet down for best protection, any rock outcroppings may require shallower depths, but minimum is 2 feet under any roadway. For budgetary purposes, a multiple conduit duct bank installed for both power and telecommunications would be approximately \$40 per foot, with wire costing approximately \$200 per foot.

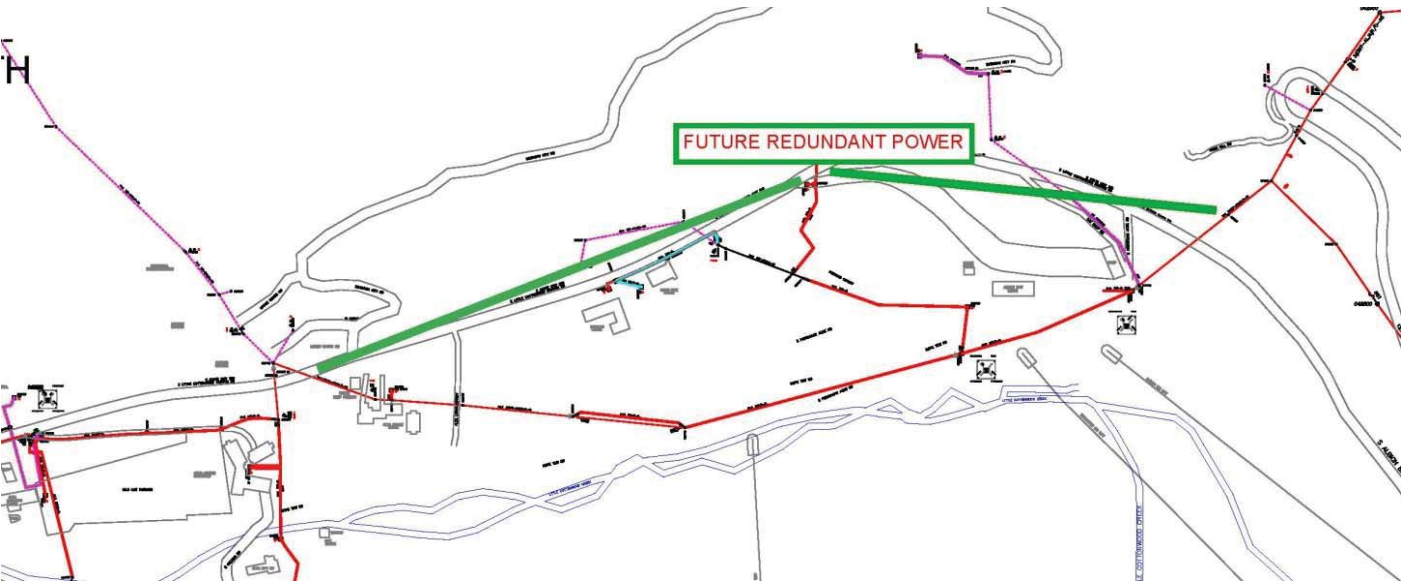


Figure 2 – Rocky Mountain Power Circuit – Future Redundant Power Circuit



Summary of Findings

RE: Economic/Market Analysis – Town of Alta Commercial Core Plan

Interviews and surveys were undertaken with property owners, businesses, and residents from Alta. In addition, a significant number of Wasatch Front brokers, developers, businesses, and prospective tenants were interviewed. Their experience and opinions were used to gauge interest in commercial expansion in Alta, including required rates of return, achievable rents, limitations in seasonal economies, desired types of retail offerings, and other pertinent insights regarding development in Alta. The findings include the following points:

Current Demand – Support for 1,000 to 1,500 sq. ft. of new commercial space

- Location must maximize critical mass – traffic volume, grouping of tenants, etc.
- Suites would likely range from 150 to 700 square feet
- Most likely tenants are those of convenience-store type, casual eateries, and coffee/bakery stores
- Construction costs for single-story design will be near \$150 to \$165 per gross square foot (not including land value, but including developer profit)
- To justify construction, rental rates need to be near \$15.00 per square foot per year, triple net. Likely not currently achievable for larger tenants, while small spaces can achieve these rents. Some incentives may be necessary initially to attract development of larger suites in order to offset costs
- For larger tenants to agree to \$15.00 per square foot rents, seasonality issues need to be addressed. Most tenants are currently not willing to expand or relocate to Alta (in newly built space) unless the season is expanded
- At \$15.00 per square foot rents, a capitalization rate (the first year rate of return from a development. It is derived by dividing net income by the overall value – a lower rate reflects higher values and limited risk, while higher rates show greater risk and lower values) could be supported at 8.0 percent. This is sufficient to attract development, as it considers the risks associated with development in Alta (seasonality issues, environmental impacts, locational characteristics (end of a canyon), and potential neighborhood opposition)



Future Demand – Support for an additional 1,500- 2,000 square feet of commercial space if other improvements are put in place

- Future development will depend upon developing a summertime economy, lodging, and transportation improvements
- Numerous retailers waiting to see what transportation improvements will be planned for Big and Little Cottonwood Canyons
- Future commercial demand will also vary based on availability of a reception/conference center

Other Notes

- The projected costs of construction of a community center, including operations and maintenance, will most likely not be recovered by any generated revenue.
- If a community center is intended for revenue generation (most likely through a third-party operator), it should offer conference room and reception area space that can accommodate large events (and the associated parking)
- Covered parking could average upwards of \$30,000 per space in Alta. Surface spots are estimated from \$4,000 to \$4,500 per space, including driveways and parking connectors

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The majority of the daily routes and places visited are related to work activities and/or the two most popular outdoor activities for the area: skiing and hiking. Other activities, but with less popularity or frequency, included: road and mountain biking, rock climbing, camping, and cross-country skiing.

As expected, visits to the lodges and ski area buildings are substantially more frequent during the winter months, with those in the Wildcat Base area being more frequently visited. During the summer months the Albion Basin area is the center of activity. The post office and town offices have equal visitation numbers throughout the year.

Activity 3: What does Alta have?/What is Alta missing?

Activity Description: The two posters were attached to the walls at the Public Scoping Meeting displaying ideas and comments from regarding “What Does Alta Have?” and “What is Alta Missing?” Scoping Meeting participants were asked to place an ‘x’ by ideas they agree with.

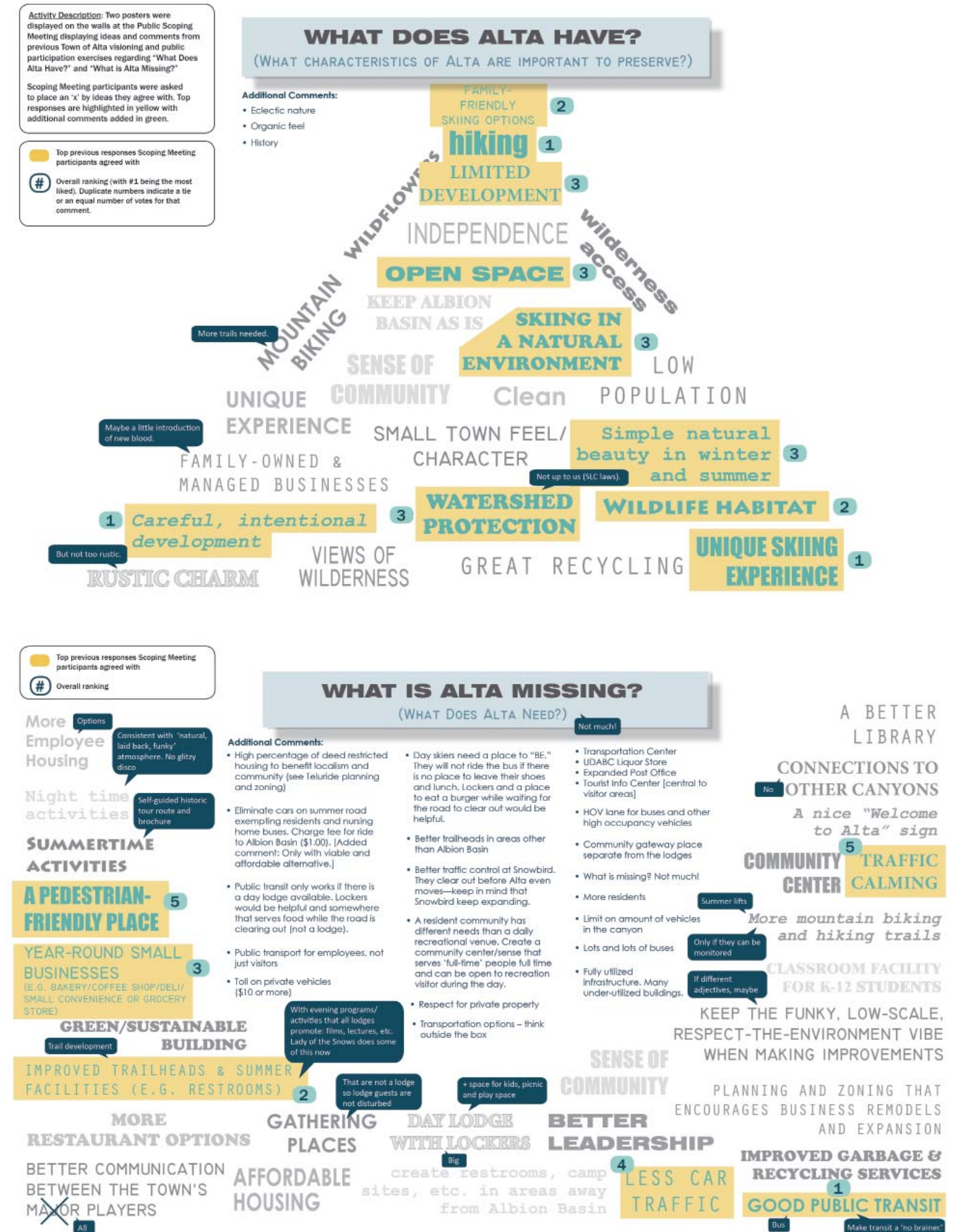
Ideas and comments included under the two topics were developed based on input gathered from an Advisory Committee meeting (held on January 24, 2016) and previous Town of Alta visioning and public participation exercises held including “The Future of Alta” Visioning Meeting (April 2009), Myles Rademan’s Re-Thinking Alta Research/Presentation (February 2009), and the Planning Commission Vision Statement Public Hearing (2011).

What Does Alta Have? - Top Responses

1. Unique skiing experience
Hiking
Careful, intentional development
2. Wildlife habitat
Family-friendly skiing options
Open space
3. Skiing in a natural environment
Simple natural beauty in winter and summer
Watershed protection
Limited development

What is Alta Missing? - Top Responses

1. Good Public Transit
2. Improved Trailheads & Summer Facilities
3. Year-Round Small Businesses (e.g. bakery/coffee shop/deli/small convenience or grocery store)
4. Less Car Traffic
5. A Pedestrian-Friendly Place



Activity 4: What Makes Alta ‘Alta’?

Activity Description: Participants were asked to help us visualize what makes Alta unique by sending a photo that represents what makes Alta ‘Alta’ in their eyes.

Summary of Results

The Town of Alta is first and foremost a place for skiers. Hubs and centers for people during the winter are primarily located at the Alta Ski Area. During the summer months, Alta becomes a launching point for another primary outdoor recreational activity: hiking. There are only a few year-round community gathering places, including Alta Lodge, the City Office and the Post Office. Alta Lodge is the only business that is consistently open during winter and summer months, and even it closes for 2-3 months of year during the shoulder season. Activities are primarily focused around the natural environment (downhill skiing, cross country skiing, hiking, biking, rock climbing, etc.)



According to the input of local residents, the key features and elements that make Alta unique are related to its unique outdoor environment and include both active activities (resort skiing/ access to backcountry and hiking) as well as more passive activities (observing wildlife, viewing the landscape, engaging with open space, and appreciating the watershed and unique Albion Basin locale). And, they also consciously focus less on the built environment (“careful, intentional development” and “limited development”). This idea is easily supported by the lack of structures and buildings in the photos that were sent in response to the question “What Makes Alta ‘Alta’?”

Informal interviews and discussions with business owners and operators, employees and others reflect a wider diversity of concerns and visions for the future. It was expressed that the town and ski area have been static for too long, and are now being choked by the expansion of Snowbird and at risk of losing its market brand and ability to provide a positive ski experience. There is also some concern that the town is not using its limited resources well, and should instead be a shining example of ski town sustainability.

Key issues/needs for the Town include:

- Transportation (too many cars and insufficient public transit)
- Pedestrian safety
- Improved trailheads and summer facilities
- Having year-round businesses to provide for the basic needs of the Town population.

INFORMAL SKIER INTERVIEWS

Skiers were interviewed on Friday, February 12, 2016 from approximately 2:30 PM to 4:00 PM in order get a sense of their needs and desires for a future Commercial Core. The interviews were conducted simultaneously at the following locations:

- Goldminer’s Daughter Slope Side Cafe – outdoor terrace
- Albion Grill (cafeteria and outdoor terrace)/ Alta Java

A total of 34 individuals and groups of skiers were interviewed, 21 at the Goldminer’s Daughter location and 13 at the Albion sites. The weather was warm and sunny, and the majority of people interviewed had recently completed their ski day, and were enjoying an “après -ski” rest.

The interviews asked for responses to the following seven questions:

- Where are you from?
- Where are you staying?
- Is this your first time to Alta?
- Where did you park and why?
- Why do/did you come to Alta to Ski?
- What is Alta Missing?
- Do you come here during the off-ski (summer) season? If so, why?

The following is a breakdown of responses by interview site.

Goldminer’s Daughter:

Only three of the individuals and groups interviewed were from Utah, with the rest from locations across the US, primarily the East Coast and California. One group was from Brazil. The majority of out-of-town visitors were staying in Sandy or near the mouth of the canyon with friends or at motels, two groups were staying in Salt Lake City with friends, three groups were staying at Goldminer’s Daughter, and three groups were staying in Park City.

Most of the respondents were either parked at the Goldminer’s Daughter (lower) parking lot or had been shuttled to Goldminer’s Daughter from the airport. Two groups of local residents (both retired) had used

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the bus.

The reasons respondents chose Alta were generally related to the good skiing and the reputation of the ski area, as well as the absence of snowboarders. Other reasons stated include the following:

- the high-caliber of skiers
- the charm and “old-timey” ambience
- small resort/big mountain
- ease of access
- great vibe
- not fancy
- all about skiing and not the other stuff
- I’m a season pass holder
- someone else organized the trip
- we like to switch from resort to resort
- Mountain Collective member
- backcountry access
- friendly people

Respondents generally found little missing from the Alta experience, and most indicated they liked it as is. The few suggestions provided include the following:

- After-ski opportunities
- Late afternoon food/ bar food (sliders, tacos, etc.)
- Food trucks
- Music/bands at day lodge area
- A small store for basic provisions
- Too much traversing required
- No family entertainment options like Park City and Snowbird
- Nightlife
- A hot dog stand at the top, poutine stand at the base
- Need better bus service

Only three of the interviewed group members had been to Alta during the summer, all were local residents and came to hike.



Albion Grill/Alta Java:

Two of the individuals and groups interviewed were from Utah, with the rest from locations across the US. One family was from Hawaii. The majority of out of town visitors were staying at various locations within the Salt Lake Valley (Sandy, Cottonwood Heights, Midvale, West Valley City, Salt Lake City) with family or at hotels, one group was staying in Bountiful, two groups were staying in Park City, and one group had rented a house in the Alta area (at Superior Point).

Most of the respondents were parked at the Albion Basin (upper) parking lot. One of the local residents had used the bus.

The reasons respondents chose Alta were generally related to the variety of ski runs/terrain, because family or friends know and love Alta, and the absence of snowboarders. Other reasons stated include the following:

- a great ski school for kids with easy drop off/pick up
- friendliness
- it seems protected weather-wise
- it’s down-to-earth
- the natural beauty of the area
- it’s simple
- it’s intimate (not vast)

Respondents generally found little missing from the Alta experience, and most indicated they liked it just as it is. The few suggestions provided include the following:

- Needs better parking
- Nicer buildings
- A lift to the hillside restaurants
- Restaurants
- Places to go after skiing
- Shopping (outdoor sports type stores, local artisan shops, etc.)
- Ability to host a conference
- Clearly marked runs (more guides or markers)

Only the two local individuals had been to Alta during the summer and had come here to hike.



Conclusions/Summary

There was general agreement from respondents at both locations that the reason they come to Alta is for the great skiing. Most respondents were overwhelming positive about the experience, and found only minor areas for improvement, primarily related to a desire for more after ski opportunities. The interview respondents at Goldminer’s Daughter seemed to be generally older, less family-focused and more familiar with the ski area, while those at the Albion Grill location were dominated by families (some with children) and tended to be more novice skiers.

A2. PLAN ALTERNATIVES PUBLIC WORKSHOP

A Public Workshop for the review five alternatives for the Commercial Core Plan was held on April 7, 2016 at 4:00 p.m. at Our Lady of the Snows in Alta. The following is a summary of public input received during the Workshop and comment period following the Workshop (through April 14, 2016). Verbatim comments regarding the Alternatives are located at the end of this Appendix.

General Statistics

- 17 comments received online or via email
 - 11 by advisory committee
 - 6 by members of public
- Notes and ideas provided during the workshop were documented
- One set of hand-written of detailed comments delivered by a member of the public
- Two phone calls were received by local business owner and an operator/employee
- Three additional comments received after the submission deadline
- Comments ranged from one paragraph to 11 pages in length

General Comments

- Comments ranged widely in perspective and preferences, although there was general concurrence on certain elements and features such as moving the garbage/recycling center to the west end of town, moving the maintenance shed to Collins area, developing better trailheads and parking areas, maintaining the current amount of parking, etc.
- Several comments were directed to lacking information or undeveloped ideas related to the potential train/train station, winter/summer economic requirements, what the community center is, lack of reference to the Mountain Accord process and National Conservation Recreation Area designation under consideration, the importance of water, etc.
- Support for a day lodge was mixed; some felt this is primarily a ski area decision mainly
- General support for a community center and summer/winter event locations, and that the existing volleyball court is a great meeting spot.
- There was some skepticism regarding employee housing and how it would be distributed
- housing (I’d like to be first in line). If it’s for year-round employees, they already have housing at
- Some question on how walkable Alta needs to be during the winter
- Mixed support for a new lodge
- Lack of pullouts on the roads during summer is a problem
- Traveling in Alta works pretty well on skis in the winter. If part of this project is to anticipate transportation improvements and getting day skiers out of their cars then careful planning about where

people are dropped off and what services are available needs to be more of a priority – maybe that’s the new day lodge. Skiing is an equipment intensive sport – imagine loading a family of four up for a day of skiing... day lockers for gear storage are critical.

- The location and scale of an amphitheater was a concern, and several comments wanted clarification. Pros and cons for an Albion and Collins base location were provided
- Several comments indicated a desire to go beyond the status quo and “band aid” solutions; one comment indicated we should” reach for the stars” and not worry about cos/practical implementation concerns as much.
- Others indicated that transportation solutions were most important, and that a balance between cars, buses and other transit should underpin the plan.
- Some comments wanted as little change as possible, and others stressed the need to provide basic business and civic services including a Café/ Bakery, Restaurant, eclectic shops, Art Gallery, convenience store, a Walkable Main Street and a mixed use development strategy.
- Some comments indicated the need to put the existing environment and sensitive nature of the area ahead of all other considerations, while others indicated that no action would lead to failure and loss of the Alta experience in the long run.
- A business owner called for the Town of Alta to support existing businesses and property owners by removing overly-restrictive zoning so creative design and development can take place.

Guiding Principles

- There was some indication that the first few principles were the most important and in the right order, although others felt that the regional principles were not strong enough. Others felt that the Mountain Accord and the potential land trade needed to be more directly referenced as a motivation for the plan.

Alternative 1 – Status Quo

- This alternative was liked by several, although some noted that it depicts how limited the options are without a change in land tenure.
- It was felt by some that some of the details were “too much”, particularly related to the number/ location of gathering spots, vertical assists, etc.

Alternative 2 – Connect the Dots

- This alternative was liked by several.
- Some concern about the “shared street” idea/ concern with special paving/plowing and maintenance in particular
- One comment indicated that this might be a longer-term if merged with Alternative 1
- Concern that locating the community center/buildings on the north side of the highway will not result in an attractive and usable relationship with the street

Alternative 3 – Mid-T

- Input was particularly polarized - some felt that this best addresses long-term transportation needs, and like the potential for the MID-T to become a Main Street /Destination.

- Others had strong opposition to the Mid-T, questioning the need for a new road, the potential for creating an ugly scar and the disruption to “ski-in/ski-out” businesses above and disruption to hiking patterns.
- Some also questioned the cost and feasibility.
- At least one comment liked the structured parking along the north side of the highway; others questioned the cost and need. Others wondered what would happen to the highway if funds are diverted to a new road.
- Some comments suggest concern that this idea is too inflexible and challenging.

Alternative 4 – Town and Park

- Some felt the town park idea was good and applicable to other options; others felt it was unnecessary and impractical.
- Comment was polarized regarding directing traffic through the Albion parking lot en-route to the summer road.
- Some liked the central transit center, but found the central location and vertical assists impractical
- Some saw a correlation with Alternative 2, and that they might be merged; others questioned that the hub doesn’t address the distinct roles of the two base areas

Alternative 5 – Ski Hubs

- Most comments were negative; feel this alternative is not “Alta”, not realistic, costly and inappropriate.

A3. DRAFT PLAN OPEN HOUSE

A presentation of the Draft Plan was presented during a combined Open House & Alta Planning Commission Meeting on Monday, June 27, 2016 at Our Lady of the Snows in Alta. The following is a summary of public input received following that presentation. Verbatim comments regarding the Alternatives are located at the end of this Appendix.

Overall Plan
Economics

Two respondents felt strongly that the economic portion of the plan was not sufficient for supporting the development of a Commercial Core. One of those respondents felt like other options—such as redeveloping existing areas, the investigation of getting existing visitors to spend \$ in Alta (before encouraging more visitors), etc.—should be explored prior to moving in the direction of developing a new Commercial Core.

Several comments expressed concern about the slippery slope of adding/encouraging commercial growth and how it can, over time lead to more and more commercial growth. One person felt that this growth often happens in an incremental, piecemeal fashion and that Alta could end up becoming a place that isn’t ‘Alta’ (cookie-cutter/not unique).

On the other hand, there were as many respondents that felt that the added commercial was needed and

that this plan was a great place to start. They felt that the Plan was a good launching point for getting the next steps rolling—such as funding, land ownership, site suitability/environmental analyses, etc.

There was an expression of concern regarding the addition of noisier events (such as festivals and concerts) to the area—feeling it would detract from the natural, serene environment that so many come to Alta to experience. And, another expression of support for the idea of adding of live music and other summertime activities, feeling as if it would make the area alive and would generate summertime income.

Transportation

There was concern from several respondents that transportation issues (parking, traffic congestion, the establishment of a safe and appealing walkways along SR-210, etc.) were not adequately addressed in the Plan.

Illustrated Concept

One person felt that the development was too much like a ‘commercial strip’ and was not in keeping with Alta’s true charm or why people come to visit Alta.

One respondent expressed disappointment that the town center was being developed along a busy roadway and felt like, as such, it would never become a real ‘place.’

Several people expressed support for the location of the Core and felt like development in that location would tie together the existing activity centers at the two ends of the Ski Area.

One person felt like the buildings shown in the Core illustrations were ‘too modern’ and another unappealing (‘ill-conceived rows of metal wedges’), while others felt they were unique and unimposing. There were several respondents who felt that the buildings were sensitively designed (work with slopes and kept important views open).

Three respondents mentioned that architectural concept that was illustrated in the Plan (with its peaks and valleys) would most like be challenging as far as snow removal is concerned (snow would accumulate in the valleys and removal would be costly/time intensive).

A4. VERBATIM COMMENTS BY PROJECT PHASE

PUBLIC SCOPING WORKSHOP/EXISTING CONDITIONS ANALYSIS

Alta Core Planning—possible considerations:

- Alta demographics have changed substantially over the years
1. Demands from the skiing public (not just great skiing but pampering & convenience)
 2. Actual town residents (employees making a living in the area vs. second home owners who aren’t as concerned about keeping Alta competitive)

Anticipating what Alta will look like 20 years down the road: competition from wealthier and more expansive ski areas—so what is Alta’s niche that will keep us from becoming a “has been” ski area?

- Goals:
- 1. Keep Alta competitive in the ski resort market.
 - 2. Increase summer and shoulder season business
 - 3. Be responsive to Alta’s live-in residents as well as employees that cannot afford to live at Alta but who continue to dedicate their lives to making it a viable community.
 - 4. Concentrate Alta businesses in a walkable, skiable core area that can be built out if the demand arises.

- Core Area Planning:
- 1. If a new hotel is to be built, then adequate convention facilities should be required because that is what is needed to fill not only the new rooms but all of the current lodges year round.
 - 2. Tourist and Information Center for the public, possibly combined with space for the Alta Chamber and Visitors Bureau, community center, Alta Historical Society, etc.
 - 3. Expanded post office facilities.
 - 4. UDABC liquor store with convenient hours.
 - 5. Grocery/Sundry store.
 - 6. Continued ski access between Collins and Albion bases, whether the rope tow, a chair lift, covered rolling carpet, or other yet to be determined means of transportation.
 - 7. Anything built in the Alta Core should be both walkable and skiable.
 - 8. Determine parking areas if this core area is to be built out.
 - 9. All-season Nature Center to increase interest in what Alta has to offer both summer and winter, and to help spread summer traffic out from Albion Basin. A business offering guided summer hikes would also help.
 - 10. Increased Day Skier facilities (other ski areas provide lockers, lounges, and showers for a fee).
 - 11. Transportation center for busses and shuttles.
 - 12. Space for low-cost employee family housing.
 - 13. Determine whether or not the Alta School needs expansion space.

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[Note: This comment was in response to the Town of Alta Commercial Core Advisory Committee Meeting Notes distributed to Advisory Committee members on January 19, 2016.]

As I mentioned earlier, when I read the minutes emailed to the committee members and you have posted on the website, I felt they did not accurately reflect the meeting in several ways.

First, you have attempted to record all comments, whether made by one individual or several, and whether or not an individual made the comments one or more times. Absent a statement up front to that effect, the composite you have presented suggests opinions may be held by more people than was actually the case. When a meeting has 23 participants, is 2 hours in length, there is little time for a position paper, or lengthy laundry list of wants and desires. Some folks spoke only one time after their initial introduction. I do not take that to mean they agreed with all statements previously made, but rather they were waiting.

Secondly, your notes include some details that were not present. For example, the notes suggest that traffic flow in winter and summer are “opposite.” (p. 2) I do not recall that being said, nor do I understand that to be a statement of truth. Also, the statement about local populations not having cars (p. 2), I recall as being prefaced by a comment that it related to winter employees, not all seasons, so the statement is not

accurate without the addition of word “winter” as a modified to local population. Another example related to the land swap acreage. (p. 3) I heard the comment as a “possibility” that the lift company “might” give 3 acres to the Town if they acquired 163 acres, not that it was “specifically earmarked” for that purpose by the lift company. Similarly, I made the comment about not needing diamond ring shopping (p. 3), but did not say “not for fun.”

And finally, I think it is inaccurate to suggest “it was generally agreed” (p. 3) the land exchange would be for the benefit of both and that that change “will improve the quality of life.” I do not recall any such meeting of the minds.

I am attaching my specific suggestions for changes/comments to the notes below as a pdf. My “changes” are suggestions which more accurately reflect the meeting’s content. Just in case the notes themselves do not transfer in the pdf below, this is text for the notes:

First note on page 1:

“The text changes from *italics* to plain text despite sometimes being editorial and other times reflecting the comments of committee members. (p. 1 plain text, is fine, but the bottom of page 4 and most of page 5 are also in plain text despite being primarily committee comments with consultant editorial notes, some in *italics*.

I suggest you change committee comments to all be italics and your notes to plain text to avoid confusion.”

Second note on page 1 reads:

“Further, to more accurately reflect your meeting plan, I suggest you remove your last sentence of the page and instead insert these as the last two sentences on page 1:

“No attempt was made to reach a consensus, but rather the meeting was designed to elicit issues, ideas, concerns, and hopes for a plan for the Town of Alta. The following comments were voiced during the Scoping Session, by a member of the committee. Without attribution, even if voiced by one member several times, those comments were as follows:”

--

I have been coming to Alta for 30 years and finally was able to buy a house five years ago. Alta is the only place I ski.

I think it is most important to tell you that I love Alta just the way it is. I really do not want to change much at all. I certainly would not like to see any new structures going up.

The one item that I think would make a big difference would be to take an existing structure and refit it into a convenience store. Right now, if you want a quart of milk, you have to drive all the way down the Canyon Road to either 7-Eleven or Smith’s. The other alternative is to fight your way through the Snowbird traffic to the Snowbird Center, park 200 or 300 yards away, and pay 350% of retail for a quart of milk, make your way back to your truck and then get home. I think it would be a great convenience to Alta’s residents and guests if there was something immediately available on the Canyon Road in Alta. I am not suggesting a new building but a reuse of an existing building.

I am also not sure you realize that we have a garbage problem. There is really no organized system for the residents to get rid of their garbage. Residents sneak around and dump their garbage in the Alta Lifts dumpsters or the restaurant dumpsters which is technically illegal. We should have a central dumpster for

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the residents which is picked up weekly.

Those are my suggestions.

Best of luck in your endeavors.

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An open letter for the January 25th meeting concerning the Alta commercial core:

The most common sentiment I hear from visitors is that Alta is unique. In a letter of last spring I quoted a skier from Sweden, “I’ve skied all over the world and this place is one of a kind. There are only a few places like this left. You shouldn’t spoil it. You don’t know what you’ve got here. I can’t believe I’m 39 and I’m only just now discovering this place.” Residents, skiers from the valley, lodge guests, lodge and lift employees nearly all share this view, nearly all appreciate our low-key, largely undeveloped town and almost none will attend this meeting, almost none would have an interest in a town center. It seems most places are convinced that “improving” on what they have is their necessary future. I hope we can be smarter than that.

A group of exceptional people cooperated to set the ski area on the right course: Joe Quinney, J Laughlin, Alf Engen, Mayor Watson, all contributed. We’re lucky to have had such founders. They were practical, down-to-earth, seat-of-the-pants. no-nonsense individuals Their view from the beginning was to provide low cost winter recreation for local families. Alta was the 2nd lift-served ski area in the West. The first was Sun Valley. That resort decided on a different agenda. They succeeded in providing pampered skiing, shopping opportunities, a country club atmosphere and “upscale” lodging for the elites: celebrities, politicians and their wealthy associates. Aspen, Snowmass, Vail, Jackson, and Telluride have each followed suit.

Sadly the three resorts of Park City have succumbed to that same cookie cutter model of industrial skiing and over-the-top development. To the dismay of most Park City residents their beloved town of just a few decades ago has disappeared entirely. The change was not dramatic. It was incremental but relentless: an improvement here, an upgrade there, a new gangbuster condo, an appealing restaurant.

In concert with the ski area, Alta’s lodges remain unpretentious and welcoming. Many guests return year after year, some on the same week as their long time friends. Our guests identify with their lodges. The bars, restaurants, hot tubs and common areas provide the comfortable domain of their Alta stay. I don’t think they’d have much use for a town center. I doubt that after a day of skiing that a commercial core would have much appeal, especially on a snow day.

Unlike Park City we can’t offer summer golf or horseback riding. Thankfully Alta would never adopt the Snowbird playbook of alpine slide, bad bands, Oktoberfest, and mountain roller coaster. The Alta Lodge model of Sunday brunch, weddings, and small conferences seems appropriate. Would it make sense to open the Albion Grill for lunch for the Albion Basin hikers?

Thanks for your attention.

P.S. Could we possibly limit the use of such phrases as “vision statement”, “scoping document” and “stake holders”?

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I’d like to tell you a bit about what Alta means to me.

Many of you knew my husband Bill Levitt, who was Mayor of Alta for 34 years. In 1981, together with Pat Shea, we founded the Alta Defense Fund – which is now FOA. Bill used to talk about visitors to Alta, who would stand on the deck of the Alta Lodge, looking at High Rustler, Mt. Baldy, Albion Basin, and exclaim to Bill “wow – this is SO beautiful” And Bill would count to 10, waiting for the inevitable “why don’t you develop it!!” Well, I recently heard someone say “we protect what we fall in love with.”

For me, Alta is a constant. Each of us have treasured places where we can go in our minds eye. Alta, like with so many of you, is my special place. Whether it is skiing, hiking, or simply staring at our beautiful place, Alta makes me feel better.

Here is a little story about how Alta became a treasured place for me. When I first came to work at the Alta Lodge, in the mid-1960’s, I only knew Eastern Ski techniques. But Alta’s snow was not conducive to those. Bill was on the Alf Engen Ski School, and decided he would teach me the Alta Technique!! One day in the midst of a snowstorm he decided to take me over to the Back Side – we crossed the High Traverse, and came to the pass. And just as we did, the sun broke through, and the snowflakes were shimmering silver in the sky – and then the clouds parted and the sun hit Devil’s Castle and Sugarloaf Peak – and I fell head over heels in love with Alta!! And on the way down the ski run fell head over heels several times before getting to the bottom!! Needed more lessons from Bill!! He was a great teacher, and passionate about Alta!!

FOA’s legal consultant and co-founder Pat Shea coined the phrase: Alta is a state of mind. Alta is often referred to as a haven. Bill Levitt used to tell our guests, and some of you may recall hearing this:

“You’re an Alta Person now. When the world gets to be too much, and you feel like you have to flee, you just get to the bottom of the canyon. We’ll have your name on a list. We’ll close the gates, point the avalanche guns down the canyon. You’ll be Safe: The bad guys won’t come up after you – you’ll be safe.”

There are going to be many challenges for change in and around Alta in the next few years. Please remember that there are things that we can’t undo – trains up Little Cottonwood Canyon with Tunnels to Big Cottonwood and the ensuing development pressures to support this infrastructure - the damage will be done. Once land is lost to development, it is gone forever.

The protection of Alta’s natural resources today means a legacy of outdoor recreation and watershed protection that you and your family will enjoy for generations to come.

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Who is getting the land? Is it an open bid process for the Forest Service, or is it a hand over for Alta lifts? Will any of the land be designated for low income, deed restricted homes? I’m just a bit confused on how the process works, it seems like a major undertaking, and should be used in the community as a bonus to allow real people to live in the zone.

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I thought about your comments concerning “night life” for Alta residents/employees after 8 and have

another idea to throw into the pot for consideration: Up the level of entertainment to live music or such and rotate it through participating lodges, i.e. Peruvian Mondays and Saturdays, Goldminers’ Tuesdays and Sundays, Alta Wednesdays, Rustler Thursdays, Snowpine Fridays. I don’t know which would want to participate or the capacities of their facilities, but it would provide later entertainment and the lodges are close enough together to get some neighborly draw, probably (?) enough to reach a critical mass for sustainability.

I don’t know how the speaker and educational programs work though the lodges, but a similar format may work there.

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One of the reasons we need fewer, not more, people and cars in Alta.



Illegal parking on the Summer Road, August 2015. One of the reasons we need fewer, not more, people and cars in Alta.



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I am sending some pictures of inspiration. I like the mining town concept as an idea for massing buildings in an Alta town center. The color picture is a photo of Aspen—another mining town. What I like is the pedestrian walking area and the trees with the mountain in the background. I would like a surface that water can penetrate for environmental reasons—pavers are good. I would also like to limit paving over the land by putting parking underground which also helps with snow removal. The old mining buildings can be interpreted for 2016 —but I like the massing.



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I downloaded the existing conditions report from the website.

I found the 5th section to be incomplete. Sewer is mentioned only in the title and again in a fragmented paragraph on page 66. There is also a fragment of a sentence on that page talking about telecommunications near “shop at Albion parking lot.”

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I have read the Utilities section of the Existing Conditions and Analysis report dated Feb 29, 2016 and have the following comments:

Page 1-61:
“..Service Area #3 is the area outside of the 1976 Town of Alta Boundary...” should read “..Service Area #3 is the area inside of the 1976 Town of Alta Boundary...”

Page 1-66, first column:
The fragment at the bottom of page starting with “facilities should also be...” through the bottom of the page ending with “...highest capacity of the” is not connected to the rest of the text and doesn’t make sense.

Page 1-66, second column:
Development Options, seventh line:
The fragment “Telecommunications power line, near the shop at Albion parking lot” is not connected to the rest of the text and doesn’t make sense.

Entire section 5, pages 1-61 through 1-67:
While sewer is listed into title it is not covered in the body. Natural gas lines are not included in the title nor in the body. Both of these are essential utilities and should be included in this section of the document.

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Section 1 - Public Input

pp. 1-5

“Summary of Results

The Town of Alta is first and foremost a place for skiers. Hubs and centers for people during the winter are primarily located at the Alta Ski Area. During the summer months, Alta becomes a launching point for another primary outdoor recreational activity: hiking. ...”

- It is no wonder “skiing is first and foremost,” when a survey is done in winter to people taking advantage of the amenities at the base of the ski resort! On the flip side, there are many people from the SL valley who come to Alta ONLY in summer for the natural beauty and majesty offered by the mountains, meadows, lakes, streams, flora and fauna. The Town of Alta (TofA) is NOT exclusively a ski resort whereas Alta Ski Lifts Company (ASL) is. That distinction is key.
- TofA is not only a “launching place” for hiking, but is frequently where hiking occurs.

pp. 1-8

- It is unclear why some of these photos are highlighted in yellow and others not— there is no highlight around any moose photograph, despite occupying 15 %, 3 of the 20 images submitted.

pp. 1-10 and 11

“Goldminer’s Daughter:

Respondents generally found little missing from the Alta experience, and most indicated they liked it as is.

Albion Grill/Alta Java:

- Respondents generally found little missing from the Alta experience, and most indicated they liked it just as it is.

Conclusions/Summary

There was general agreement from respondents at both locations that the reason they come to Alta is for the great skiing. Most respondents were overwhelming positive about the experience, and found only minor areas for improvement, primarily related to a desire for more after ski opportunities. ...”

- The need for a Hot dog stand at top and poutine stand at the base seems questionable, yet it is given equal weight to comments made by Advisory Committee participants, and workshop participants. The same is true of the suggestions for “music/live bands in day lodges, night life,” etc.
- These very same suggested additions might well eliminate the “great vibe, not fancy, small resort, all about skiing, simple, down-to-earth, intimacy” that IS present in the Alta community now. Certainly these are development/growth opportunities that could provide an enhanced experience for that individual or a particular group of visitors, but would that addition continue to provide for the quality of experience that brought the visitor to Alta, and/or the experience which they liked as it was, while finding little missing. Just because one can find fault, when nudged past an initial positive reaction, does not lead to the ultimate conclusion the addition of the suggested “amenity,” would in fact enhance the experience for that respondent or that of fellow visitors or residents.

Section 2 - Land Use, Community Design & Build Form

- I don’t know where this goes, or should have been included, but it is perplexing that there is no mention of climate change and possible impacts on ASL’s business, or the TofA community. Articles abound suggesting the snowline may be at 8000 feet and climbing, with snowpack buildup later by a week or more, and snowmelt initiation will be between 10 days to 5.5 weeks earlier. (Maggie Hughey-Abhaidar’s “Is it getting hot in here?” article in Utah Adventure Journal, Winter 2016, pp. 19, citing Park City Mountain Resort’s 2009 study.) Despite these potential changes to snowpack, and the resulting effect on winter sports and resorts, as well as available water following snowmelt, there is NO mention of these concerns anywhere in this report; not in existing conditions, challenges, nor opportunities within any of the 5 sections discussed by Landmark and its sub-contractors. This development project appears focused instead on the microcosm — the Commercial Core zone within TofA. I believe it is only when the TofA community see themselves as part of a larger ecosystem, that we can develop plans for sustained viability of our community.

pp. 1-12

“Land Use Opportunity Assessment ***

...the overlay process eliminated the following areas from consideration:

- Built Environment ,etc. ...”

CONCLUSION

Without a land trade, areas with potential for accommodating growth and development are limited...."

- Accepting that the mapping had to be “interpolated” and could not accurately and completely identify lands for development versus preservation, the “planning level opportunity and suitability” point-of-beginning is false.
 - ☞ It is not true that all built environment/lands, nor private lands contain restrictions limiting development to that which already exists as built. Yes, there are zoning ordinances, but there are several parcels that are NOT built-out even under existing ordinances: for example private lands owned/managed by the Alta Peruvian Lodge, Snowpine Lodge, Rustler Lodge, and TofA now owns 1.2 (recently acquired from USFS). Each of these, and possibly more have additional development/build opportunities, even ABSENT a potential land trade between ASL and the USFS.
- The maps on pages 13-17 do not provide detail, and in some cases orienting information for a reviewer to be able to assess whether the information reflected is accurate or not.
- Map on page 16 does not appear to include the 1.2 recently acquired by the TofA, nor possibly include Shrontz Estate lands beneath Parsey Marley (26 acres), ASL private lands, nor private lands on the North and South side of Grizzly Gulch.
- Map on page 17: Does this exclude the wetlands, and/or slopes > 30%?
 - Even recognizing that this process involves development opportunities within the “commercial core,” lands outside that area are indicated on maps, but not all such lands within the TofA boundary. Why?
 - Why is not the land beneath Watson’s and Alf’s going to ASL when USFS’s stated rationale is “to get out of the business of managing ski area, and to retain parcels higher up in the mountain?”
 - What about existing ASL lands in Albion Basin and Grizzly Gulch?

pp. 1-21

“Photoboard 3 ***
...Our Lady of the Snows, Town Offices and Alta”

- The underlined should be added, “...Town Offices, Alta Lodge, Shallot Shaft restaurant and Photohaus.”
- The photograph of the “Town offices (front) and United Police (behind),” should correctly be identified instead as Alta Marshall’s Office and Dispatch, not United Police.

Section 3 - Transportation

pp. 1-24 to 53

Despite the overall title of this document being “Existing Conditions and Analysis,” this section seems far less focused on “existing,” but is more future oriented with reference to future desires, plans, almost aspirational.

pp. 24-30 “TRANSPORTATION INTEREST MATRIX

- Refers to TofA Ordinances and General Plan by section number, where existing. Also includes “assumed interests,” some of which flow form the language the General Plan, and others that float in from ?

pp. 25 Transit: “Increased year round transit, support of a transit “hub”/visitor center “

- This can NOT be an assumed interest when §3.12 states interest in improving congestion and protecting the environment— increased year-round transit is not inherently consistent; nor is a “hub.”

p. 26 UTA, This section is made up almost entirely of “assumed interests,” with no reference to existing planning of regulatory measures for State Route U-210, parking nor active transportation (ped, biking). The only planning is in the “transit” column. “future unfunded transit improvements” to LCC suggests a lack of planning, “adding winter service before summer” suggests no interest in summer service

p. 27-28 ASL/USFS. This page highlights the interplay of ASL and USFS through the Master Development Plan (MDP) ASL prepares and proposes to USFS, which after modification, is accepted and becomes the plan for implementation. There are certainly areas of alignment in interest, but also areas of potential conflict:

Parking is limited to 2,446 spaces within TofA.

ASL wants to change a box canyon into a non-dead-end canyon with a tunnel. Unknown whether this would elevate the stress from parking issues. It most definitely

causes larger areas of environmental degradation, while is unclear whether it would increase recreational opportunities and induce additional visitations with possible negative environmental degradation.

- establish Town Center Trailhead for backcountry users and transit: ASL desires working with TofA and USFS. Unclear how this improves transit, parking, U-210 travel, nor active transportation. Potentially adds to parking stresses as folks carrying larger packs drive up the canyon to go into the backcountry, leaving vehicles for longer periods of time, even overnight(s).

p. 28 Alta Community,

- There is no identification of existing conditions, but rather once again is aspirational. There is no defined “community;” it appears to lump residents and visitors into a homogenous mass, yet their needs and wants may in some areas be coincident but in others, divergent.

“One of the things that makes Alta different than other ski towns is there is one road ”

- This indeed may have come from “Vision/Values 2015,” but it is untrue. BCC is a one-road ski town, as Guardsman Pass is not open in the winter. Many, many ski towns in Europe also have one access road: France’s Val Thorens, Switzerland’s Engelberg-Titlis, and Arosa, to name but a few.
- Residents likely do not need signage, nor landscaping along trails to feel safe, nor, tell them where to get out of their cars.” Residents may find signs an intrusion on the natural.

p. 29 “Mountain Accord”

- It is unclear why “Mountain Accord” is identified in “Existing Conditions” as the entire focus is planning for the future.

pp. 29-30 “Areas of Agreement, Discord and Outstanding Questions ”
agreements: keep parking at precisely 2446 spaces

- Is it inconsistent to say is agreed when USFS allows for additional parking to protect watershed (p. 27)?

Desire for transit hub in Town of Alta

- This statement originates here as there is no such statement in the previous 5 pages summarizing the views of the agencies, community, business and planning processes underway.

potential discord with other agencies: Dead-end road and ASL wants a connection to Big Cottonwood Canyon

- The discord referenced in the SR U-210 and the transit columns does not appear to be among *agencies*, but rather ASL on one side, the only entity desiring tunnel and elimination of dead-end (p. 27), versus all governmental agencies and the community. Mountain Accord is a group, not a governmental agency either.

pp. 29-30 Questions:

What is transit’s relationship to carrying capacity? Currently carrying capacity seems to be tightly related to vehicles (road and parking) but if transit service improves could bring more people with existing parking.

- Indeed, more people could be within TofA both summer and winter by using existing parking plus transit. Then the carrying capacity become more economic; how to handle the needs for additional water/waste removal, environmental issues from increased usage. And the increased cost to run TofA, taxpayer-financed visitor summer shuttles and garbage collection.

pp. 31-50 [EXISTING CONDITIONS, assets, challenges, and opportunities](#)

- This not only describes existing conditions , but appears focused on the future with an emphasis on “opportunities.”

WINTER SEASON

vehicle, existing conditions, parking

p. 31 Residents of Grizzly Gulch and Albion Basin park cars overnight in these areas, as do live-up lodge employees. Live-up Ski Area employees park on the south side of the Wildcat Lot.

- ASL resident employee’s at Alf’s, Albion Grill, ski school, ticket office plus day employees at these locations and Alta Sports, also park in either overnight parking lots, or upper parking lot, NOT Wildcat Lot.

p. 1-33 Transit, Alta Resort Shuttle:

UTA Service:

- Nowhere is it mentioned that these “services” are daytime only.

The Alta Resort Shuttle operates in the winter months only and is funded by town of Alta and HOA’s/winter rentals to provide local transit service between Alta residences to destinations around town (including Snowbird).

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- The Alta Resort shuttle does NOT provide local transit to all residences. Instead, only providing transit services to residential properties exclusively on the western portion of Alta, not the residences on the East, nor Albion Basin, nor backcountry skiers — those parking in the uppermost parking lot of Alta. Same comment as it relates to the “asset” of the shuttle on page 1-34:“Alta Resort Shuttle service provides services for residents .”

p. 1-34-35

Challenges: Travel time: Car has travel time advantage most of the time from the valley to Alta, especially considering three stops at Snowbird)

- correctly identifies the opportunity of an express bus to ASL, extended hours and expanding Resort shuttle.

No transit hub on arrival (get dropped off in parking lot with no real sense of arrival or facilities)

- This a leap. It is challenging to travel with ski gear, but that is true in an automobile as well. The challenge would not be removed with a transit hub. It is VERY clear you have arrived at the resort in both the GMD parking lot and the Grill parking lot. Lifts are in full view, as are buildings for ticket office, rental sops, etc.

pp. 39 Maintenance, Existing Conditions:

Snowcat equipment operates starting at 5pm and cease operations before the ski resort opens at 9:15.

- Untrue. ASL operates a snowcat(s) through the ski area and along lands connecting the Summer Road to access Grizzly Gulch for Cat skiing, and other operations EXCLUSIVELY during ski resort normal operating daytime hours on an intermittent schedule.

p. 41 Challenges: ASA snowcats/snowmobiles:
Generally very little conflict btw peds/skiers and snowcats/snowmobiles

- Untrue. Again, when the ASL cat is traveling to/from Grizzly Gulch, there is a high conflict potential along the route; shortcuts used by both skiers, pedestrians and over snow vehicles. In addition, during the day, on an unpublished schedule, ASL snowcats operate with driver training/job applicants on the Summer Road throughout the winter.

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pp. 41 - 50 SUMMER SEASON

- No mention of the TofA financed and operated Information Booth that provides information, trail maps to motorists, pedestrians and cyclists. Nor is there mentioned the trash/recycling service financed by TofA for summer visitors. This is certainly an asset to transit, vehicles, pets., cyclists, etc. (It can be a challenge for residents who must also wait in line before traveling along the Summer Road to get home.)

p. 41 Vehicle, Road Network: July [is peak when] SR-210 experiences average daily traffic of 5,100 vehicles (Mountain Accord Existing Conditions and Future Trendlines of the Transportation System Report, 2014).

24-hour summer traffic volume was obtained from the Albion Basin Transportation Feasibility Study (2011)

... Weekday average: Eastbound 805; Westbound 797;1602 total
Weekend average: Eastbound 1374;Westbound 1434;Total 2808 total

- With no attribution to the source for the MA numbers, it is unclear whether there has been a near doubling of vehicles traveling on SR U-210 from 2011 to 2014. It IS clear that the numbers of vehicles are increasing over time and the figures may be falsely representing the numbers if the information comes from the TofA sponsored information booth staff counting cars going through the booth which operates 6 days a week and during the hours 9 AM until 5 PM. Cars stopping before the booth, or diverting before the booth and traveling down to the Albion Grill base.

p. 42 Parking: Public parking is primarily in the Commercial Core and is composed of 2,446 spots

- It is unclear where these parking spot numbers originate. Do they include merely the winter spots (the same number / verbiage is identified in the winter section, see p. 1-31) or, do they include parking at Catherine’s Pass TH, Cecret Lake TH, and USFS campground spots which are NOT available in winter?

p. 44 Transit: Summer Shuttle

The shuttle operates on weekends and holidays. In the summer of 2015, the shuttle served an average of 940 riders/day, marking a drastic increase over the previous summers which had ridership ranging from 457-636 riders/day from 2010-2014 (correspondence with Town).

- Indeed, these numbers suggest between a 50 - 100% increase over the previous 4 years. But, it is unclear whether this is because of an increase in the number of shuttle trips/shuttle vehicles or reduced parking at the Albion Grill area

with expanded parking reserved for ASL maintenance in the same lot. It is also possible that shuttle drivers are not maintaining the speed limit on the Summer Road, nor operating on a schedule. If they are speeding and leaving the termini when shuttles are full at both the Albion and Cecret parking lots, additional trips are possible. If the shuttle service is paid by the number of riders or trips, this incentivizes not following the 15 mile per hour Summer Road limit.

p. 45 Opportunities: **Transit hub**: Create of a more formal summer transit hub for visitors.

- There is no need for a “formal” summer transit hub. TofA and community can not afford to pay for the shuttle, nor can we afford to pay to build and then maintain a formal transit hub absent substantial increase in revenue. Such increase could only come for increased visitors which in term brings expanding needs for services: police, fire, water, other utilities, waste removal, etc.

p. 48 Pedestrian/Hiking, Challenges: **No formal trailheads** for trails accessing north side of highway.

- Untrue. Across from the Snowpine Lodge, there is a trailhead with signage, and painted hash marks to prevent cars from parking in front of the access. There is also a sign at the intersection of that Northward portion and the East-West connection along the dirt roadway accessing SR U-210 near Our Lady of the Snows and TofA offices.

p. 49-50 Maintenance, Existing Conditions:

Ski area maintenance and operations include trucks and heavy equipment. These usually operate along the cross tow road, and access other locations via SR-210.

- Usual operation also includes ASL regularly operating heavy equipment along the Summer Road. These machines access Supreme, Cecret, and Sugarloaf lifts for annual maintenance and inspection, snowmaking, trail maintenance, revegetation, tree removal as required by weather or infestations, plus Alf’s Restaurant maintenance.

pp. 51 SUMMARY of TRANSPORTATION POLICY DIRECTIONS/OPPORTUNITIES

PARKING

Make parking more efficient, i.e. parking garage or Alta’s plan to merge the two lots.

- This statement is either untrue or misleading. IF it is referring to ASL, there is an idea / plan to merge the Albion Grill parking lot with the widened spot on SR U-210, west of the Snowpine. I question whether the TofA has any such plan. Nor do I know of any plan to combine the existing Wildcat parking lot with that of the Albion parking lot.

ACTIVE TRANSPORTATION

A Town Center trailhead idea seems to be supported by key stakeholders.

There seems to be support for increasing pedestrian/bike safety on the highway.
There is a lack of policy direction on active transportation within the town.

- Are these statements internally inconsistent? Absent knowing who is referenced by “key stakeholders,” it can not be determined whether or not there is a policy direction within the TofA. Where is the “Town Center?” If it is at SR U-210 and the dirt roadway to the TofA offices, there is a trailhead that access the North side trails to Cardiff Pass and also connects to the trail to Grizzly Gulch, Twin Lakes Pass, and to Twin Lakes Reservoir, as well as the trail that follows the ridge line to Catherine’s Pass.

TRANSIT

Desire exists for a transit hub/center in Town of Alta

Stakeholders potentially disagree on a transit connection to Big Cottonwood Canyon / Park City. Whether it would induce demand
Unclear what is transit’s relationship to carrying capacity of Alta – is capacity tied to cars or people?

- Does “desire” indicate agreement by TofA community and other stakeholders, or merely a desire by some?
- The ONLY business reason to connect to BCC is to bring more people to ASL in the winter. It would NOT benefit the Lodges nor likely the ski shops within the TofA. Such a connection would bring people in the summer where again, they would increase costs but not generate commensurate revenue to TofA businesses.
- It is clear that transit would increase visitations. USFS limited visitors and their impact on the lands by parking. Sensitive wetlands areas are more susceptible

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to damage in the transition months. Should parking no longer be a restrictor, the lands themselves would be likely more significantly impacted in ever larger areas. New trails would appear (as happened summer 2015 with a race up the shoulder of Greeley Hill), erosion would likely increase, more waste and trash would be left behind in more remote areas from the established receptacles, degrading the natural environment. Trails in BCC have “evolved” from single tracks to two-land, three-land, and in some popular places wide four-tracks. The same would soon be the norm in Albion Basin if visitors were no longer required to find parking before beginning their recreational experience in winter and summer.

pp. 51-52 SUMMARY of TRANSPORTATION OPPORTUNITIES

The following are actions that could achieve the policy guidance, leverage the assets, and overcome the challenges identified above.

- Are these “conclusions” supported when there is a recognized vacuum on policy directions/agreements in some areas?

Vehicles

Increased communication with drivers: e.g. provide real time travel info for red snake afternoons (could decrease # of cars in snake and decrease heavy risk on high risk days) and/or other down canyon travel restrictions due to accidents/delays

- I suggest the parking lots be color coded with allowed departure intervals. You know when you arrive that should you park in this area, you will not be permitted to start up your car and leave, until that time period has arrived. Should cars be left, they are booted and moved at owner/renter’s expense.

More efficient parking, i.e. parking garage or Alta’s plan to merge the two lots

- Same question/objection as when the statement appeared on p. 51. This statement is either untrue or misleading. (see above).

p. 52 Transit

Transit hub/center: Creation of a more formal transit hub that can evolve over time depending on direction of transit that can serve winter and summer transit service, and in long term could serve train

Understand potential fixed guideway alignments and stops

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- Planning for potential future events is important, but planning for a transit hub to evolve into support for a train is unwise, unlikely, fiscally irresponsible and environmentally destructive. Alta is a rural community, not Schiphol airport.

Consider realigning UTA routes directly from Bypass Road via Powder Ridge Dr. through Wildcat Parking Lot then up to 210 to Albion.

- Currently Powder Ridge Dr. is a private road, owned and maintained by the HOA. Bringing UTA buses along this route is unwise, would require eminent domain to acquire access that is wide enough for bus transit, I think likely require another bridge over LCC creek; overlap the dirt, unpaved “nature trail” used by residents both winter and summer to access ski and hiking trails.

p. 53

SKIERS

Create more formal trail network to allow backcountry skiers to get into the commercial core

- It is likely if not probable, that backcountry skiers, snowboarders, snowshoers, walkers come to “get out of Town. They come to rural Alta, not TofA and do not want nor need any commerce.

BICYCLE

Create a basic network of bicycle facilities connecting existing and planned town destinations.

Create more of a destination place for cyclists riding up canyon

Create a more formal staging area with greater level of amenities as a jumping off point for cyclists riding up trails or summer road.

- Same comment as above relating to backcountry users. It is likely these cycling folks who come to exercise and escape the heat of the City desire amenities; no commerce required nor desired. As with hikers and backcountry users, they come prepared with clothing, equipment and sustaining food and beverage. Bathrooms, water, and trash/recycling receptacles may be their only needs.

Section 4 - Economics

pp. 1-54 to 60

I saw nowhere in this section a discussion of financial costs or hard number targets for what would be required to make summer economically viable; dollars required to be

spent, costs of the restructuring/development. I had hoped for more than platitudes and aspirational statements.

Background

pp. 54 “figures” by number (4-1, etc.)...

- Maps are not so identified within the report. It would improve clarity if they were so identified, or referenced by page number within the report

“The primary land owner is the Wasatch-Cache National Forest”

- Certainly in terms of total “developed” acreage this statement is true. However, there is approximately another 26 acres in Patsey Marley that is working on additional development by its owner, Shrontz Estate.

pp. 56 map indicates private lands and USFS lands, but does not appear to identify private lands between SR210 and the transfer tow, owned by existing lodges.

pp. 57 map Is the recently acquired TofA lands currently zoned FR-50, as is the parcel on which the fire station, library, Community Center currently sit?

pp. 57 map How is the land on which the Ticket Office, ski school, Albion Grill and Cat shop sit zoned; is it FR-50 as zoning map would indicate?

pp. 58 [Existing town of Alta businesses](#)

“Alta Lodge – provides guest rooms with ski-in/ski-out service since 1940. Open nearly year-round (except for a 1.5-month shoulder season in both spring and fall) ”

Alta Peruvian Lodge – provides guest rooms since 1948. Open only during winter months.”

- Owner of Alta Lodge specifically rejected this statement, instead saying the Lodge does NOT close for two shoulder seasons; but rather remains open for business.
- Manager of Alta Peruvian specifically stated they have returned to summer weddings (now that the 3 year “resident” crane is gone from the construction site across the creek).

pp. 1- 58 to 60 [INTERVIEWS WITH EXISTING PROPERTY OWNERS](#)

- There are 33 bullets relating to this subheading. There is no information on the total number of respondents interviewed, nor the number of such respondents making the point in each bullet.
 - ☞no consensus- some find fault in the lack of summer business opportunities, some suggest management of summer growth to prevent it from getting too big, while others want festivals to increase summer visitations
- No consideration has been given to climate effects on business economics now or in the future
 - ☞will it lead to reduced snowfall?
 - ☞what will be the effect of water / rain on summer wildflower / fauna presence?
 - ☞was thought given to the fact that ASL and TofA are uniquely situated now to take advantage of global warming and any reduction in snowfall at ski resorts situated at lower elevations?
 - ☞what effect would there be on the prevalence of wildflowers plus fauna in the meadows in Albion Basin, long after those elements may have disappeared in lower elevation resort areas / towns? What could that mean to TofA businesses / economy?

Section 5 - Utilities

pp. 1-61 to 67

- This section does not include all utilities. Natural gas is not mentioned, nor telephone, cell towers or fiber optic cable or internet service. Sewer is mentioned, but by title only, no discussion ensues. Also this section contains numerous other errors and omissions (such as, the geographic area of Service Area #3 is outside TofA boundaries (in fact it includes TofA), the area under consideration was exclusively south of SR U-210, despite the commercial core also existing north of the roadway, etc). I sought clarification from the consultant and sub-consultant on March 9, but to date have received no additional information. The report on the LDI website continues to be the “February 29, 2016 draft,” unchanged, as of March 25, 2016.

M’s Comments to TofA Commercial Core Plan Guiding Principles

- Preserve, respect, and enhance Alta’s sensitive lands, views, natural resources, and its unique setting.
- Keep Alta eclectic, small–scale, and respectful of the existing environment and conditions.
- Sustain Alta environmentally, economically, and socially.
- Provide safe interactions among pedestrians, motorists, skiers and cyclists at Alta.

I agree with and support the above statements as guiding principles.

- Balance the needs of residents, property owners, the business community, employees and visitors.
- Enhance the Alta economy by appropriately leveraging existing resources.
- Facilitate organic change over time.
- Improve multi–modal connections among winter and summer destinations in Alta.
- Recognize the relationships that exist between Alta and other areas—Snowbird, the canyon, and the region—and respond accordingly.
- Plan for Alta’s role in long–term mountain solutions.

I don’t know whether I agree or disagree with these statements as guiding principles because I don’t know what they mean. Details matter, yet these are aspirational statements, with no concrete definitions or numbers. For example, who are employees, is it part-time, full-time seasonal, full-time year-round, employees of all businesses and residences? Is the “balance” between the five enumerated categories equal so that each could anticipate 20% of their interests/values accommodated? Or, is there some combination likely between some of the groups (residents, property owners, employees), or (business community and property owners) such that interests/ values of some of the “special interests” align and are therefore more easily accommodated?

- Support and develop a year–round economy that focuses on the summer in addition to the winter.

I question the need for additional summer economy and/or infrastructure. We have businesses in town with year round business, limited though summer may be. Despite this existing condition, none are falling down due to a lack of capital investment. Rather, several have performed significant upgrades suggesting that their financial livelihood is intact. Existing businesses have not seen the need for significant expansion, nor are they failing. Adding music or food festivals will likely draw a different group of people to Alta; people in addition to those coming now in the summer. We do NOT need thousands of additional people in the canyon. I am not sure festivals would support the existing businesses as it is likely folks would come for the day/evening event not desiring to spend the night in one of our lodges or rental properties. Absent an event every weekend, lodge businesses would have staff issues to hire personnel for limited, sporadic employment, and well might lose their existing wedding and summer party business.

M’s Comments to TofA Commercial Core Plan Guiding Principles

By way of example, during the music/food event, Oktoberfest at Snowbird, people come up the canyon for that event, not necessarily for hiking and nature viewing. A consequence is SR U-210 is clogged with pedestrians and cars. This traffic is IN ADDITION to the folks who are staying at Snowbird for conventions, hiking, and those venturing further up the canyon to enjoy the peace and quiet in less developed, natural Alta. That festival adds people who pay for that experience to those who are already coming, not wishing that experience.

Before TofA undertakes any plan for additional commercial development, we should have concrete numbers of the financial costs and benefits of that undertaking.

- Develop one or more walkable centers with mixes of uses, intensive activity, human scale development and a quality pedestrian realm.

I do NOT support additional “intensive activity in walkable centers.”

- ☼ In winter there is intensive activity at both base areas of ASL resort. In addition, there is intensive activity in the upper parking lot with backcountry users entering and exiting their vehicles to access the Summer Road and points further East and South. The Post Office also sees intensive activity during hours of operation.
- ☼ In summer, in addition to the Post Office area, there is intensive activity at Albion Grill and at the Information Booth on SR U-210. There is also intensive activity on the Cecret Lake trail, and parking lots at Catherine’s Pass trailhead and Cecret Lake trailhead.

I question whether adding one or more centers of intensive activity makes sense. If it involves additional infrastructure, it is yet another facility that must be maintained and must pay for itself with an unknown and ill-defined revenue source. In addition, there are existing activities which must continue to be supported elsewhere, unless some of the existing activities were moved and relocated to a newly created intensive activity center. Would the needs of the visitors for such a space interfere or conflict with the needs of the residents? Residents might want a small grocery store/bakery/post office; but visitors who come fully equipped to ski, board, snowshoe, hike, walk, bike, take photographs, paint, might instead prefer parking, lockers, picnic tables, water fountains, restrooms— amenities that require or need no financial outlay on their part.

Secondly, we have a revenue issue related to summer visitors current desire to be in Albion Basin, the lack of parking to accommodate the volume of people who share that desire, and the increasing need for the TofA to pay for more shuttle service. The guiding principles fail to concretely address this current and expanding gap in demand versus town resources, yet the principles suggest the TofA should expand summer visitations by encouraging a summer economy with additional people who might bring some unspecified amount of revenue.

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As an owner of one of the condos on Powder Ridge Drive, I would like to take issue with the consideration below from the Conditions and Analysis Report. Powder Ridge Drive is narrow and steep with houses and condos right on the road. This is not a suitable place for UTA buses.

"Consider realigning UTA routes directly from Bypass Road via Powder Ridge Dr. through Wildcat Parking Lot then up to 210 to Albion." p.52

PLAN ALTERNATIVES REVIEW & PUBLIC WORKSHOP

The following comments were made during an Alternatives Review held as part of the Advisory Committee Meeting at Our Lady of the Snows on March 29, 2016:

Alt #1 Details Board - Next to picture of a funicular – “Too much!”

Alt #1 Details Board - Next to picture of a stairway – “Looks good”

Alt #2 – Next to roundabout at entry of Albion Base Lot (colored in purple) – “?”

Alt #2 Details Board – Next to section view of improvements along SR-210 – “Economics support 2 new mixed use areas surrounding roadway?”

Alt #2 Details Board – Next to left special paving image – “Is this compatible with plowing?”

Alt #2 Details Board – Next to right special paving image – “Good walking surface in winter.”

Alt #2 Details Board – Next to right special paving image and ‘BUS’ transit hub image – “Plowing? No curbs—plowable but ‘walking lane’”

Alt #3 – “Ok with paved “trail” for strollers or wheelchairs – summer; Don’t like the road. Don’t need in summer. Not possible in winter. Cuts skier access slopes. Private Land.

Alt #3 – “No Mid-T Road”

Alt #3 Details Board – Next to section view of improvements along SR-210 (new parking garage) – “Surface lot instead?”

Alt # 4 – Next to Collins parking lot - “Create a transit center in the SE corner of Collins lot by base—an open plaza could be built at current round about-rock/flag pole. Create plaza that has commercial build. Build a park in Collins lot.”

Alt #4 – Next to transit center on SR-210 – “This transit center is lower than the Albion Base—must move skiers up to Sunnyside.”

Alt #5 – Next to hub improvements at Albion base – “Transit improvements? Does this induce auto demand?”

Alt #5 Details Board – Next to section view of improvements along SR-210 – “Does Mid-T adequately link destinations to encourage safe pedestrian passage? Room for sidewalk on SR-210?”

Guiding Principles Board – “Guiding principles 1 & 2 are far more important than the others.”

The following comments were made/submitted during the Public Workshop to review the Alternatives held at Our Lady of the Snows on April 7, 2016:

I like the idea of structured parking in Albion lot and rerouting of summer road thru Albion lot. Amphitheater great.
Alternative #4 looks best. Can that include structured parking? Town is too small for two hubs.

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Town park in wrong place.
Need to know about long term parking locations.
Jon Fay would be interested in a restaurant/pub space (opening)
1000 person amphitheater
Concerts in parking lots?

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No need for more than one spot of vertical assist (maybe 2 in winter, 1 in summer)
Outdoor patio along road should be on south side only. No one will sit on north side of road to look over the road and then see High Rustler
Alt #1 is too similar to Alt 2 – No real differences
Mid-T road for transit and lodge cars only – then pedestrians will use it too
Mid-T hurts Albion Ski school bunny hills
Alt #5 – Good to include Peruvian Lodge more; Mid-T road smaller footprint is good.

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Guiding Principles – Very good and thoughtful process
Alt #1 – Funicular—yes. Used one self-service last summer in Zermatt—great!
Alt #3 – Summer event zone; Road at base area
Alt #4 – Town park; Turn around for vehicles
Move beyond status quo is very important
Is it possible to restrict cars on the summer road? Transit or shuttle only?

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Love the amphitheater idea. Love re-routing end of road into Albion lot. (Response to this comment: “I don’t. Adds congestion.”)

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Like Day Lodge by Wildcat.
Do NOT like #3 with new road below Alta Lodge.
Best seems to be #2.
#5 not practical. (Response to this comment: “Exactly.”)
Vertical assists in #1 a good idea.

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What economic sense to amphitheater, parking structure, new day lodge and so much more.

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Who would own “day lodge”? Lift company, town, private?
It seems like a very natural, walkable community to me. I don’t need/want curb and gutter enhancement.
Improved transit (bus) eliminates need for parking structure and is user funded.
Do cars “blast through” now? Town Marshall seems to be doing a good job.
Transportation hub in #4 doesn’t leave people where they want to be: Wildcat or Albion (Response to this comment: “Right!”)

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Comments on Boards:
Alt #1 Section – Referring to outdoor patio/entry way on the detailed section of the community center/ SR-210 area: “Would you sit here on north side of road to look at High Rustler OVER the cars? NOPE. Move patio to the south side.”
Alt #2 - ‘Shoot the Moon’ variation – Tunnel with underground parking and elevators up to key nodes
Alt #3 – Next to new parking area off of Albion base parking lot - “For employees?”
Alt #3 – Next to photo of amphitheater photo under Summer Event Zone category – “Yes!”
Alt #4 – Move town park away from existing residential uses – A better location may be down below the new lodge shown or at the base of the mountain (as illustrated)
Alt #5 – Next to photo of Mid-T Trail improvements (with dog in foreground) – “Dogs in watershed?”

The following comments, regarding the Alternatives, were submitted by Advisory Committee members and the general public via email or through the project web page:

Here are some comments:

First, I think that we are not hearing enough from the Alta Ski Area Company about any of the plans THEY would like or any of the ski area’s long term goals. Most of these issues are really ski area problems, not the “town of Alta”. I feel like the ski area needs to invest money into it’s infrastructure and work on issues for their paying ski customers such as parking, bathrooms, day-lodge areas and public transportation improvements. Alta Ski Area should be attacking the problem of traffic and that fact that Snowbird is allowed to empty the lots before cars from Alta start moving. Snowbird is making constant improvements to accommodate it’s skiers. Alta, as a ski area, does very little to accommodate skiers. Taking the bus is extremely difficult, there are very few places to leave gear or a backpack and most of the bus stops are exposed to the weather, there is no day lodge or warm area to wait or hang out (Albion Grill is mainly a place to eat during the day and does not have lockers, food after skiing or nice places to sit). Some nights the skiers in Alta have to wait hours on the road before they get to Snowbird where the traffic is moving. Part of the problem is that employees from each individual business all drive their own cars up and down the canyon each day. There is very little incentive to carpool or take busses. The last bus down is around 6pm so if someone works later, they have to drive. The park and rides at the mouth tow cars left overnight so if an employee takes the bus up to work or ski on a snowy day, and the road closes, they may have a place to stay, but their car can’t stay there so it’s better to just drive it up. I will also send a few photos in my next email.

As far as the different proposal ideas:

All of these plans totally depend on What land and How much land is available. Also, there is the huge issue of who is paying for the employees to run these places. They are necessary ski resort infrastructure and community facilities, but if they don’t bring in much money, who is paying in the summer?

1. If there is no land trade / Initial development:
If there is no more land to work with, or if Alta does not “give” the land to the town as they have promised, I think a few improvements would be very helpful. Alternative 1 is wonderful and I love the community center idea in the center of the Alta road but I think it MUST have lockers, bus stop areas and winter/ summer public bathrooms along with anything else. A lot of overnight parking will be lost so if it’s possible to add some underground or additional parking, that will help. I like the improved parking area above the Snowpine. I also love the day lodge near the Collins base, but again, lockers and bus stop areas with public bathrooms summer and winter are a requirement. The Creekside lodge at Snowbird is a great example of a daylodge, transit hub, outdoor event area, bathrooms, etc. If Alta had something like this that served food, had TVs for sports and a patio, people might hang out a little after skiing instead of everyone getting on the road at the same time. I love the existing paths along the rope-tow and midway towards the lodges. I think if these were kept small, but were paved, it would increase access for wheelchairs, strollers, elderly people. Currently, the road is the only paved area and this severely restricts any type of walking for the less coordinated. I don’t think a narrowly paved path would affect the “natural” feel of the Alta Valley. I love the amphitheater, stage area above the albion grill - especially since it is now open in the summer! It will increase business for the grill and also provide somewhere for some live music or events with bathroom and food facilities nearby.

2. Connect the dots:
I also like this option. I don’t like the idea of another lodge - especially a large one. If it’s going to happen, that would be a good location. But that would be a better location for a bus stop / transit hub. Busses currently sit right there while they wait for their scheduled time to go down to the busstop by the Albion Grill. Public transportation would be out of the way there since the road is so wide and there is access by the Big Grizzly rope tow - if the walkway up to the road has been snowcatted. If there is development between the Alta Lodge and the Rustler, there needs to be more parking developed. A large amount of overnight parking will be lost. I like the comment of linking the Albion parking lot with the main road. Traffic could flow better out of the parking lot if a public road went East of the cat house and hooked up to the top of the road (that’s open in the winter). I like the sidewalk along the road. It needs to be plowable so no curb & gutter but it will need to be obviously marked so cars don’t park on top of it. The road needs to be wide enough to accommodate both the “sidewalk” and the cars that parallel park for skiing every day. The tows and Rustler Lift all close at 5:00pm. If there is development, something needs to change: maybe the Rustler Chair could be open until 8pm and have both a base & top operator so foot passengers could be allowed. ?? I also like the increased parking just above the red lodge spot. A small parking garage would be great! Snowbird’s parking structure below the helipad is hidden in the hillside but increases parking spaces for skiers.
This option does not provide adequate space for a bus/transit hub, lockers or a day lodge. I cannot stress the importance of this enough. I would like to see a small locker/day lodge/bus area/bathroom for summer and winter there in the purple AND a larger similar facility at either of the bases.
I wonder if that much development along the mid-alta section of the road is going to cause traffic issues?

3. Mid-T:
A road between the lodges and the rope tow is not possible. There is not enough space, and the slope must be maintained for skier access from the lodges and the road. The Rustler lift has a tower right there too.

Love the parking structure on the north side of the street. This is a great way to add parking and build it into the hillside so it’s partly hidden and this structure does not obstruct views from any of the properties. Maybe the bottom floor could have lockers and bathrooms on one side. Love the parking structure in the Albion parking lot. Trash area probably not the best place since the cat’s have their maintenance and gas pumps right there. I like the community center West of the mine dump but I do not like how it wraps around the mine dump. It’s too close to the Rustler, will obstruct the views and that is where snow gets plowed/dumped. I Love the summer event zone with amphitheater, and it would be great if the Grill could be used too with evening events. A picnic area and maybe some kind of small park with a slide and swings for kids. I like mixed uses in the purple area next to the Albion parking lot. I don’t think housing is a reasonable option, but that might be a good bakery, convenience store and Day lodge/Locker/Bus stop area. Not my favorite option.

4. Town and Park:
I really like the location of the purple community center and transit hub. Love the New lodge spot, but would rather see it as a day lodge/ lockers/ transit area. Maybe a lodge with rooms but a similar situation as GMD - with a large public area for day and evening food, sports watching, events, etc. Love the South valley promenade but 4 trails all going the same way might be too much. Love the additional parking but do not like the road and parking that has been taken away (top of the road). I would love the road to go past the cat house in this plan but to hook onto the main road. I think a town park might be better if it’s incorporated into the summer event area or along one of the narrow, paved walking promenade paths. It’s lost up along the grizzly parking area and that is a necessary part of the road, house access, parking and trail access (both summer and winter). Trash needs to be relocated.

5. Ski Hubs:
LOVE the parking structures at both ends. Like the idea of mixed uses along with parking. I like the purple community center locations but I think that must have a day lodge/locker/bus terminal included. I love the loop of the road around the albion parking lot area. I don’t think the Mid-T is a possibility or desirable. A narrow summer paved path in that area would be great, but nothing in the winter that cuts across the ski access slope. IF you want to make the area between the rope tow and the road more walkable, the ski area can create a cat track from the top of the Rustler Hill below the mind dump at angle down to the volley ball area. People already ski that way and if it were packed down, people could easily walk it. The new Lodge cannot take away half of the mine dump and there is very little parking in that area for another lodge. I don’t like this location for a lodge at all.

Overall:
The volleyball court is a great meeting spot. Picnic tables areas south of the rope tow may also make the area more user friendly - especially if strollers and wheelchairs can access them.
Housing: I am not a fan of affordable employee housing. All of the lodges and the Lift Company have employee housing. Who would “get” the affordable housing (I’d like to be first in line). If it’s for year-round employees, they already have housing at their lodge. If it’s for winter employees whose jobs end, then Alta will continue to have more empty, closed buildings in the summer and they won’t want to live in Alta if they don’t have a job in Alta. Businesses should house some of their employees for road closures but Salt Lake city has affordable housing and is only 8 miles away. Maybe mixed use - a business with only a few small apartments they can give to employees or rent seasonally. People love the shuttle that drives through the houses and condos and brings people to Alta. What if something like this were increased to drive around Alta and help get people to different businesses or their cars parked farther away? Almost everything is skiable but how much more walkability does Alta need in the winter? Will people really walk places instead of ski there?

A very common complaint in the summer is that people are not allowed to even stop and take photos on the summer road. Maybe make a few small pull-off areas for people to stop for a moment – maybe just 15 minute parking? Albion Basin is an interstate in the summer. Something needs to be developed on the Collins side of the mountain to attract people there. The North Side of the road in Alta is also under-utilized compared to Albion basin. Maybe a small hike to a picnic area or pack-in camp ground? Another option that has very minimal impact is an Alpine slide or something similar. It will attract people, make money, create a “destination” for tourists, has little summer impact and no winter impact. Put it on the Collins side and attract some people to that area. I also think that more small parking areas with picnic spots and/or hiking trails all along the canyon are needed. The current locations get packed with cars.

- My favorite features from each plan are:
- New day lodge next to the Collins base parking lot (#1)
 - Larger trash center in the Albion parking lot area (#1)
 - Improved north side parking across and above the Snowpine (#1)
 - New commercial use just west of the Alta Lodge (#2)
 - Location of New lodge and additional parking just east of the Big Grizzly rope tow (#2)
 - New Parking structure on the North side **Love this** (#3)
 - (Summer) Larger summer event area with amphitheater, park, picnic area (#3)
 - New parking structure in Albion parking area (#3)
 - Low rise Community Center on South side of the road between mine dump and Alta Lodge (#4) (with parking structure across (#3))
 - Loop East of Cat house to connect Albion parking lot to the end of the paved road(#4 but leave current road – don’t change into park)
 - Mixed use parking structure in both base areas (#5)
 - (Summer) Summer trail running along the length of the valley – either North or South of the rope tow – that is narrow and PAVED with occasional picnic spots with table or small park.
 - Picnic, camping, more distinct trails on the North side Alta.

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I have owned the Shallow Shaft Restaurant since 1986. It has been my desire for almost 30 years to be part of the special Alta community and give back to the place that I love so much. I am a big believer in sustainable living and the dangers of global warming. I believe that the Town of Alta should focus on improving the current buildings and businesses before moving forward and building additional structures. Before moving forward, it is important to address the issues that current owners and residents have to help improve our special community.

- The Existing Conditions and Analysis report states that respondents feel Alta is missing year-round small businesses. It is my desire to create a business that is environmentally friendly and designed for all season use.
- For the past several years I have been advocating rebuilding my current building. The building was first built and used as a ski shop back in approx. 1954. In 1968, a kitchen was slab was added. In 1979, the front part of the Shallow Shaft was enlarged to increase the restaurant and the residential area under the restaurant. Since then, there have been no structural updates or improvements to the building. The quality and workmanship of the current structure is less than average. There is currently no insulation in the roof and little to none in the wall areas.

It is in the Town of Alta’s best interest to:

- Encourage local small businesses to invest in and update their buildings to meet the latest safety codes
- Have all the buildings in Alta be as environmentally efficient as possible
- Support local businesses to be economically viable and encourage businesses to operate year round
- Deal with the current regulations that are restricting property owners from improving their building structures to become more environmentally friendly and economically viable.

My goals for my business:

- I want to re-build and update my facilities to create a business that can be used and enjoyed by the entire Alta community. I believe the updates will greatly benefit the Alta community, similar to how the updated buildings on the mountain have benefited Alta Ski Area.
- To build the best environmentally friendly building available to enhance to community and business in the Town of Alta
- To offer a business that will serve the community year round and help promote the summer season in Alta

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#1 Status Quo--not a plan for future growth at all; The current northern trail is going to be discontinued this summer so it will no longer be viable.
#2 sidewalk upkeep & snow clearing will be a HUGE problem.
#3 the loop road is certainly intriguing and seems a viable possibility; who would clear it of snow (UDOT?);
#4 does not move summer visitors out of the Albion Basin area. which is already overcrowded and creates a major problem
#5 Is the central “New Lodge Area” in an avalanche path or not? New shopping areas at each end of town is a good idea (if easily walkable from one to the other), but “if we build it, will they come?”

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1. A shared pedestrian/auto/transit area would be great not just in Alternative 2 but in any of the alternatives.
2. A shared pedestrian/auto/transit area would be great not just from Alta Lodge to the Snowpine Lodge but all the way from the Peruvian Lodge to the Albion base.
3. Please identify the existing major hiking trailheads at the Town Offices and east of the Snowpine.
4. Alternative 3 - Mid-T - it does not seem desirable to put a roadway between the Lodges and the world class north facing ski mountain that is the major attraction of Alta.

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Thank you for your work to help some members of our community articulate a vision of what Alta might become with more commercial growth, a significant land swap between the Alta Lift Company and the Forest Service, and alternative transportation options. I am in favor of closing the summer road to car traffic to direct more human traffic to the current development corridor and businesses, and feel a land swap as currently proposed would be a negative for our community. The status quo in terms of keeping Alta navigable by skis as the primary mode of transportation is to be celebrated. Thank you.

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Comments to LDI’s proposed 5 alternatives

Alternative 1

- I question the need for additional meeting spaces along the transfer tow besides the current three: at the GMD/Wildcat Base, the Town Park and the Albion Base. A meeting spot at the base of the Rustler lift makes little sense absent some other service there, and adding services there in summer seems of dubious economic viability, and a liability in winter.
- Established trailheads at the Town office, and across from the Snowpine are not depicted in this design. The design also misses the existing trail connections along the transfer tow, and below the Alta and Rustler Lodges, and from East of Snowpine Lodge, down to the transfer tow and from the Albion Base area along the transfer tow as well, These connect now to the Town Park and Wildcat base.
- These is a question whether stairs are an improvement. Steep stairs, when wet and/or slippery due to rain or ice/snow could lead to greater disadvantages and injury. A funicular is a wonderful idea, but at what cost, both first and operating costs? Who will pay? Adding design features that are beyond the economic appetite of our 400 person town/tax base is of no value.
- Makes better use of the Town’s newly acquired space to have a community center/ bakery, grocery store on the N side of the road. Moving recycling off SR U-210 is good, but it should move down canyon not up as hauling trash up to a repository, just so it can be subsequently moved down makes little sense. However, this location for a community center will reduce available parking spaces in both overnight and day use, winter and summer; an unwelcome condition.
- I question the need or justification for making SR U-210 a pedestrian street with curbs, median, and seating along the roadway. Traffic in summer is extensive, day and even night, and travel in winter and summer involves commercial delivery vehicles (tractor-trailer and/or semi’s) as well as SOV, and mass transit. It is un-appealing and not relaxing to sit along a roadway that sees thousands of vehicles a day. It also becomes highly problematic to cross from N<>S on such a well traveled street. When developments occur on both sides, and changing sides for either cars or pedestrians on elevated bridges, or otherwise, common sense tells us those additional structures to facilitate that movement, become exceedingly costly to construct and maintain clear from snow, etc. In addition, coming to the mountains, I would not want to sit at a table, adjacent to a building, which was adjacent to motorized vehicular parking, and finally, adjacent to a roadway with heavy traffic.
- Having three separate and distinct trails from one base area to the other is of little value and environmentally damaging. One such proposed route cuts across private lands and yet provides them with little or no value for this loss. This occurs when it is assumed there is a land trade with more than a hundred acres going to another, and possibly competing business. Looping an additional trail from Albion Base, westward to a new meeting spot is unwise. In summer, ASL uses the lower area to haul trees that have been cut to their grinding spot for mulching on the side of the hill.
- A “New Day Lodge” is unnecessary, GMD provides day lodge functions now at the Wildcat base and Albion Grill provides it at the other base. If it were truly needed, it would be seen as a priority, and would appear in other alternatives, as do so many other components. By its absence in other alternatives, it is clear that its inclusion here is unwarranted. Ski lockers are currently available at both winter bases- GMD, Skier Services and Albion Grill, adjacent to Alta Java. If there were an economic demand, these lockers could be used in summer, rather than being closed at the end of the ski season. Unless or until we fully utilize the facilities currently available in Town, it makes no sense for the community or any business to undertake additional construction.

Comments to LDI’s proposed 5 alternatives

- While the Alta community sees thousands of visitors in winter and summer, there is NO ability to accommodate each and every one of those visitors for each proposed element— no bar/pub, cafe, restaurant, grocery, or even a hotel/lodge can admit all who might want to partake. We simply can not ever accommodate all those who come to Town or who might wish to stop should there be additional facilities. We first must decide what our capacity is- both in terms of water available, environmental impact from each visitor, the effect of new development on the environment both in temporary construction, and in the longer term costs from that new development. Until we answer that question, we can not prioritize our wants, nor determine the economic appetite for additional development(s). Alta will never be able to accommodate 3000 guests at an amphitheater or tent as is the case at Red Butte Gardens, and the Snowbird Oktoberfest, while simultaneously continuing to offer the hiking and skiing, and just plain “nature gawking” that is of interest to so many of our current visitors.

Note: Comments which discuss an idea or concept involved in more than one alternative, are gathered together at the end. It is worth noting that Alternatives #2 through 5, assume a land trade between the lift company and USFS. However, it is NOT specified whether the developments envisioned in those various alternatives are to be owned /managed publicly, privately, or some combination of the two. This is a fatal flaw as the economic component of any new development is vital to its affordability in the first instance, its adaptability over time as interests, climate, and demands change, and finally, its viability in the long run.

Alternative 2

- Assumes a land trade where ASL acquires 160 acres from USFS along the base area, however the plan suggests locating a community center with the predominate “mixed uses,” all within the Town of Alta acquired lands. Does this mean ASL sites a new lodge and retail on its presumed newly acquired lands, near the Albion Base, and on the South side of the SR U-210 as well? In addition, a new commercial use, plus a new lodge and parking are all on ASL lands, as is the trash/recycling facility- owned/ managed by a private, for-profit company, rather than the Town itself- a public, NOT, for-profit entity?
- Moving the trash/recycling facility off SR U-210 is a good idea. However, moving it up canyon is not wise. Most trash/recycling material is generated by Lodges and ASL, meaning the vast majority would then have to be trucked or driven UP canyon to the facility to then be trucked down canyon. If the desire is to remove it from the viewshed on the roadway, move it to the telephone lot, on the North side, and parallel to SR U-210, at the West end of town.
- Mixed uses is unclear, residential and commercial— what scale, what cost? If housing is subsidized, low-cost; who subsidizes? There will NEVER be enough for all people who want to live in Alta. Is it by lottery like the dog permits? If it is for “employees,” whose employees; Catholic Diocese of Salt Lake City, Town staff, Alta Marshall’s office, Alta Dispatch, UFD, Alta non-profit organizations, USFS avalanche personnel, UDOT, Alta school, ASL, lodge employees, retail shop employees, employees of Snowbird? Currently, many Town businesses and entities provide SOME housing, tied to continued employment, for only key personnel but not all employees.
- IF there is to be a *Woonerf*, it does not extend far enough. Currently, people walk over a longer East-West corridor than only between the Alta Lodge and Snowpine. This is the case during both summer and winter.
- Rustler currently has a permanent lift, but it is not economically viable to operate in the summer. What would be the necessary revenue to make it economically viable to operate both in terms of manpower, and electrical demand? Adding additional mechanized vertical assists without this data is unwise.
- Redirecting all traffic into the Albion parking lot directly, and then onto the Summer Road by making a loop, unnecessarily eliminates parking, moves congestion from one place on SR U-210 to another, causes conflicts with pedestrians/cyclists traveling from the Summer Road, and eliminates the Cat Shop’s needed space for maintenance efforts that continue 4 days a week all summer long, and into the autumn, before converting to 7 days a week for winter. Currently, ASL crews park snowcats and snowmobiles in nearly one-half of the Albion parking lot in the off-season. At times throughout the off-season, large truck loads of supplies for ASL summer trail maintenance and winter materials are delivered to the Albion Base parking lot and the Wildcat lot. Large areas are needed for the large items that are delivered and to accommodated movement of the vehicles that bring these materials.
- A shared roadway might work when traffic is light, but it does NOT with thousands of cars day and night.
- It does NOT make sense to combine a community center with facilities for bar/shop, cafe, meeting rooms, classroom, workout room, with residential uses because of noise, parking issues, alcohol in immediate proximity of a primary school, etc.
- There is NO information for an après-ski bar/pub, cafe, or bakery about what revenue is necessary to make them viable for summer, winter, nor year-round. What square footage is required, what

- water needs to be allocated for these uses, does the Town have sufficient additional excess water allocations to apply to these uses? Alta currently has a “vibe” but the idea of creating a “main street vibe,” copies “standard” urban/suburban features to Alta’s rustic, rural setting, destroying its unique vibe— its brand.
- A new lodge, East of Snowpine, is depicted, larger than the Peruvian Lodge in area, yet indicates “commercial” by color, as does the space to the West of the Alta Lodge. Do these two areas include retail space(s), further adding to congestion at Albion Base and parking pressures in that area, as well as additional congestion across from the OLS Center, Alta Lodge, USFS/UDOT garage, Town Offices, Shallow Shaft Restaurant, etc. Imagining someone leaving their car running, in the roadway to run in and just grab and go with a pint of whatever, is Not a solution, but rather contributes additional congestion to already busy areas.
- What is the impact on the ASL hoped for Grizzly Gulch lift, to site a new lodge near the Albion Base? Does the proposed fixed vertical access just West of this commercial use, interfere with siting the base of such a sought after lift, OR, does it facilitate such an additional lift by providing a lodge, restaurant, day lodge, anchor for such a lift there?
- A new summer trial linkage, North of the Transfer tow, creates yet another scar on the area , and would not likely be obscured from the dirt road along the transfer tow, a road used by ASL for maintenance throughout the summer/autumn. Having multiple lanes of pedestrians or cyclists, parallel to one another feels urban rather than rustic and rural.
- Albion Base already has existing food/drink service from the building there that is not at or exceeding capacity. Adding a winter/summer event space with this food/drink element is superfluous and of dubious economic value.
- A terraced hillside is unwise. Winter use becomes difficult as the slope is South-facing, earliest snow loss, makes traveling form the parking lot on skis challenging, reduces the area for skiers to return to the lift or day lodge/restaurant, and/or ski school area, creates greater risks to skier safety and increased potential for conflict with ASL over-snow vehicles during the day and after hours in winter (patrol on snowmobiles, snow-cats, etc.), and summer construction/ maintenance vehicles working on projects throughout the USFS special-use permit area, as well as any newly acquired ASL lands. The transfer tow, summer roadway, is currently used by lodges to access their properties from the South for remodeling, maintenance, guests with disabilities, etc.
- Do center medians and curbs make sense for snow removal? Siting buildings along both sides of the SR U-210 will make for a walled corridor (ie., NYC’s Fifth Avenue), a corridor that is unattractive in a more natural setting where the mountains are the primary view, not the buildings.
- Will a roadway have to be, in essence, 6 lanes wide to accommodate all vehicles as well as bus only lanes so the bus can stop for ingress/egress, while not impeding travel by other vehicles during that time, plus two additional lanes for parallel parking on either side of the roadway as well? Scale is too large and eliminates existing, needed parking.
- Special paving features look beautiful and might be lovely to walk along, might even slow traffic, but at what cost? Could these materials withstand repeated snowplow blade passes during snowfall after snowfall, winter after winter? What effect would snow, dirt, ice, and debris have on the safety of pedestrians and cars on this surface? Would it need to be cleaned with street sweepers to maintain its ability to provide excellent footing for pedestrians? What effect does this type of surface have on bicycle tires; is it safe when encountered at all angles?

- I don’t understand the purple, circle in the middle of the upper parking area, North of Albion Base. If it is a “mixed use”, I don’t know what use would be wise in the middle of the roadway— a drive-through “snocone” stand in summer? The Town hosts an information booth in the summer approximately at that location, but that structure is moved/removed in winter to increase parking and flow of winter traffic, as well as to clear the area from possible avalanches.
- IF you MUST have an outdoor event space, and I do not believe it is necessary or prudent, place it at the Wildcat Base, where the echo from it in our boxed canyon reverberates back into the space where the people paid the money to enjoy the event. However, this area is either North facing, and permanently shaded in “high” winter, making it less attractive, adjacent to the Collins lift 9an area that ASL worked to eliminate the grade up to the lift over the past ten years, or is South facing if located behind the Buckhorn. Both locations see large volumes of skiers enter and exit the ski area in winter and is a thoroughfare in summer for construction vehicles to access the dirt road up Collins lift, and maintenance of Watson’s Shelter.

Alternative 3

- “Albion parking lot linked with summer road in loop roadway.” There is already overuse of the Summer Road. To force vehicles into a loop may encourage MORE vehicles onto the roadway rather than reduce traffic. But, as this element is not depicted on alternative 3, can’t tell for sure how a linkage works or what is envisioned.
- I think it is a poor use of the ToA recently acquired acreage to make it into a parking structure with questionable revenue stream; and if it were so used, who is allowed to park there; ASL visitors, Alta Lodge guests/employees, ToA staff, users of the “Mixed use” property abutting SR U-210 and the new roadway, etc?
- It appears there is an increase in paved parking on the South side of SR U-210 in the same proximity of the parking structure on the ToA acreage. At what level is this parking? Where will the road clearing operations push the snowfall accumulations, if this area were to become parking?
- The lodges are currently situated and designed for access from SR U-210. To suggest that each should remodel to accommodate orientating themselves in the opposite direction, at least for summer, is foolish— they are sited to maximize the views of the Mountains to the South. Having a roadway traversing between the lodges and the mountain destroys the views their guests desire and pay to enjoy.
- An intermediate, Mid-T, roadway increase the conflict with hikers in the summer who are using the dirt road along the transfer tow and desire to then reach SR U-210. They don’t want to spend money to use a permanent lift, and stairs will likely result in direct conflict with the traffic on the new trail, or roadway AND along SR U-210 which they must then also cross.
- A transit hub behind GMD, is a very poor location— it is on the “avalanche” side of the structure, in front of the Medical clinic, near the Alta school room, plus DARK and cold all winter long. It would be unappealing to embark or disembark from any transit there where the route to where one wants to go is not obvious. It also would eliminate currently used and needed parking for GMD staff, guests, and the medical clinic, including ambulance or emergency vehicles.

- A new “down-slope” roadway becoming the main street is problematic and unwanted. It eliminates/splits, or devalues current privately owned business properties (several lodges) and simultaneously, increases value, lands and business opportunities for another business (ASL). Further, rather than driving an idyllic meander through bucolic rural Alta, this roadway would need to accommodate the same large vehicles used to transport goods and supplies to and from the lodges and maintenance facilities, making it less appealing for other motorists and folks walking, biking, or seated at tables in the upper court entry.
- It is inconsistent to have a “new roadway” below the existing lodges, and simultaneously enhance the “upper” SR U-210 to facilitate a new community center, existing lodges and summer/winter users.
- Same objections noted in other alternatives to a community center combining uses with employee housing and “limited services”— whatever that is.
- Vertical assists terminating on a roadway, whether the new roadway or SR U-210, creates conflicts, rather than eliminates them.
- Parking structures are exceedingly costly (on the order of \$50 million for 1000 spaces) and would be an eyesore unless they are underground, which would increase their costs to more than \$35-45K per space. A cost the Alta community can not afford.
- Increasing demand for the Albion Base in the summer is both unwise and costly. There is already an overuse of this area in summer; existing parking does not accommodate the current demand; the limited ToA shuttle is over-taxed during the brief times when it is available (partial weekend day hours and holidays) leading to the shuttle drivers traveling in excess of the speed limit, visitors parking along the Summer Road (while illegal is prevalent), and the overuse taxes the Marshall to patrol that portion of Town in addition to his other duties, and presents an unsafe situation for pedestrians, wildlife and vehicles. Emergency vehicles could find it impassable when people parking their vehicles on the road and walk away to talk or capture that “selfie.”
- While the plan indicates accommodation for multiple types of transit, it is unclear which vehicles go where. Is either SR U-210 or the lower roadway one-way; where are buses accommodated? No buses are depicted in this schematic. Buses are only shown in Alternatives 2 and 4?
- LCC already presents a natural amphitheater. Sounds from Albion Basin carry long distances. Weddings at one lodge with DJ’s and amplified music, can be heard throughout the canyon, and likely effect music at adjacent lodges, requiring music/sound to be amplified even louder. Competing outdoor sounds from yet another source is unwanted.

I question the need for additional summer economy and/or infrastructure. We have businesses in town with year round business, limited though summer may be. Despite this existing condition, none are falling down due to a lack of capital investment. Rather, several have performed significant upgrades suggesting their financial livelihood is intact, and others, particularly Snowpine, are planning investing more. Most existing businesses have not seen the need for significant expansion, nor are they failing. Adding music or food festivals will likely draw a different group of people to Alta; people in addition to those coming now in the summer. We do NOT need thousands of additional people in the canyon. I am not sure if adding festivals would support the existing businesses as it is likely folks would come for the day/evening event not desiring to spend the night in one of our lodges or rental properties.

By way of example, during the music/food event, Oktoberfest at Snowbird, people come up the canyon for that event, not necessarily for hiking and nature viewing. A consequence is SR U-210 is clogged with pedestrians and cars. This traffic is IN ADDITION to the folks who are staying at Snowbird for conventions, hiking, and, those venturing further up the canyon to Alta to enjoy the peace and quiet in our less developed environment. Snowbird’s festival increases people in the canyon: people who pay for that experience are added to those who are already coming, but not wishing that experience as part of their visit.

Before ToA undertakes any plan for additional commercial development with a notion of increasing a summer economy, we should have concrete numbers for the financial costs and benefits of that undertaking.

Alternative 4

- The stated purpose of unifying the ToA offices and lodges (which excludes both the existing Peruvian Lodge and a NEW ASL lodge) to create a centrally located transit hub and walkable main street, has many of the same problems and issues discussed above related to the lower roadway, main street, etc.
- Transforming paved, single level parking into structures is costly. Reducing parking along SR U-210 above the Albion Base, unwisely eliminates wintertime resident parking for vehicles and snowcat/snow mobiles. These residents, whether of private properties, or employees of ASL (Albion Grill, Alf’s, ASL cat drivers, etc.) are required to leave their private automobiles in overnight parking areas designated by the Marshall, and to move those vehicles when plowing on the Northside is required following storms. Adding a new residential structure (new lodge with presumably residential employees and guests driving to the lodge) while eliminating parking for existing residents is foolish.
- The scale of the community center is identified for “large events,” with “large” unspecified. Events that overtax the lodges that could accommodate the guests at such a large event, works as a disadvantage to the existing businesses, causing large event planners to book attendees at a single location elsewhere. There will never be enough après-ski, bar, etc. So, what scale is economically viable without destroying what Alta presents, and what resources of water, etc., would be required? Where will the additional water come from in low snow years? Is there a guarantee of water available to the ToA, or is the contract with Salt Lake City still subject to being reduced should demand down canyon grow, as it surely will with increasing population in the greater Salt Lake valley?
- Private lands are taken from some owners, while at the same time, other lands within ToA are given/assumed to be available to another, single business.
- The summer road loop increases congestion by adding traffic to the parking lot when people leave the Albion Basin and desire to head down canyon, but must first go into the lot. Speed limit on the summer road is 15 mph, while SR U-210 is 25mph; this difference could impose greater safety along the road, and might require the Marshall to be located there, rather than be on patrol throughout the community..

- The loop eliminates parking in the Albion Base area, and conflicts with the use of the maintenance operations by the Cat Shop which currently uses a substantial portion of the lot for their operations.
- A Northward vertical assist, up from the transfer tow is ridiculous in winter in an engineering sense, and for snow grooming after hours. And the trail to the South of the existing lodges, how are the lodges whose land is taken for this use benefited, when the trail is formalized and leads people to a competing lodge?
- There is already an event zone at the Albion Base — the Grill. Seating, food service is available. The parking lot operates as Wildflower Festival event area with booths, music, etc., and available while folks await the shuttle into the Albion Basin, or organized hikes with naturalists.
- The transit hub is in the same location on all alternatives yet this alternative describes the connections between highway and transfer tow as essential. Unlikely the connection is essential if it is not essential to the other alternatives as well.
- The cross section of this alternative fails to include the vertical assists or the valley promenade,so it is unclear just where they will be and how they function.

I question whether adding one or more walkable centers makes sense. If it involves additional infrastructure, it is yet another facility that must be maintained and must pay for itself with an unknown and ill-defined revenue source. In addition, there are existing activities which must continue to be supported elsewhere, unless some of the existing activities were moved and relocated to a newly created activity center. Would the needs of the visitors for such a space interfere or conflict with the needs of the residents? Residents might want a small grocery store/ bakery / post office; but visitors who come fully equipped to ski, board, snowshoe, hike, walk, bike, take photographs, paint, might instead prefer parking, lockers, picnic tables, water fountains, restrooms— amenities that require or need no financial outlay on their part.

Secondly, we have a revenue issue related to summer visitors current desire to be in Albion Basin, the lack of parking to accommodate the volume of people who share that desire, and the increasing need for the ToA to pay for more shuttle service and maintain the summer road. The guiding principles fail to concretely address this current and expanding gap in demand versus town resources, yet the principles suggest the ToA should expand summer visitations by encouraging a summer economy with additional people who might bring some unspecified amount of revenue for some unspecified product .

Alternative 5

- Multiple Small villages, parking structures, restaurants, cafes, etc describes a suburban community, not Alta. While perhaps desirable to provide more employee housing, if the employers saw such a need, employers would provide it. While it would be wonderful to have low-cost housing that was not tied to one's employment, there is insufficient space for all those interested and insufficient funds.
- Skinning parking structures with condo-type uses would irretrievably change the character of Alta into a residential real estate play, akin to Snowbird, Deer Valley, Snow Basin, Northstar,

- Tamarack, and so many other ski resorts. The Alta community has consistently resisted zoning for condominiums in the central part of town each time the subject is raised. Economically it is not essential for the lodges to do viable business. Alta is not New York where it is desirable or necessary to live above the train/subway station.
- Parking structures add a level of economic burden on the Alta community and taxpayers, that is excessive and unwanted; assuming parking fees will cover the financing is unrealistic. (Note that a modest \$5 parking fee for Snowbird's parking lots for Oktoberfest, spills untold numbers of parked cars onto the highway.) Property taxes would have to rise dramatically to fund public financing. If instead it were privately funded by a single business, that business could exert unwelcome near-monopolistic influence on the ToA community and governance.
 - To accommodate the loop and new skinned parking structure envisioned at the Albion Base, the Cat Shop is moved to the Wildcat Base. This involves moving gasoline and diesel storage tanks, and re-working the lands substantially. This involves large-scale environmental changes and likely disruption to the flora and fauna in the canyon. Wetlands exist to the Southside of the transfer tow and a stream emanates from the Snakepit, combines with the creek emanating from Grizzly Gulch, and together form Little Cottonwood Creek. Repositioning the Cat Shop to the Wildcat base places the structure and needed holding tanks even closer to the stream bed with larger risks for contamination from high runoff periods. Who pays?
 - There is no value or reason to have trailside meeting places in addition to the Town Park and the Base areas at both ends. We now have trail heads at GMD at Wildcat Base, and the Grill as meeting places at Albion Base. Way-finding with trail maps and other signage could be increased, and at MUCH less cost than the alternatives proposed.
 - This alternative fails to include the ToA acquired lands in any apparent way. Instead, there is a new lodge on the opposite side of SR U-210, immediately adjacent to the transit hub, between two existing lodges, and in a location that sees large snow/dirt pushed there from road clearing each winter storm.
 - There is a path/roadway, again labeled Mid-T, that emanates from behind the GMD lodge, bisects the private property of several lodges, and terminates at a transit hub in the Albion Base. It is said to connect existing lodges with "new ski hubs and parking areas." Does it eliminates the need for the transfer tow? It appears to connect to the transit hub in the Albion Base, and to the roadway to the GMD parking structure, NOT ski hubs or parking ares. And, there is a third transit hub located along SR U-210 as well; is this next to another ASL new lodge? The scheme doesn't make any sense.
 - This appears to give ASL 2 new lodges, increasing the number of lodges from 5 to 7, with 2 owned by the lift company It is unclear whether the rust colored area skinning the Albion parking structure is a lodge as it is the same color as one between the Alta Lodge and Rustler, described as "commercial use." "Mixed uses" in other areas are colored "purple," as is the case with the areas to the South and West of the parking structure at Albion Base.
 - Is there parking above or below the trash/recycling in this alternative? This area is colored "grey," rather than blue, as in other alternatives for "utilitarian uses."
 - Perhaps splitting the community center from other mixed uses and housing makes more sense as a resident. However, there are economic questions that abound, as cited in many places above.
 - Small destinations with hidden parking is NOT Alta. Alta is "Large"- majestic mountains, large vistas, eye-filling open spaces. Yet, despite that vastness, Alta has an intimate feel BECAUSE of the limit on man-made developments.

- The cross section suggests a single lane trail/pathway for both cars and pedestrians, thereby creating conflicts, NOT eliminating them in summer. In winter, as this slope is South facing, snow will be a problem to hold to the stairs and slope and ASL or private cats will have trouble grooming. Snowmaking equipment will be necessary immediately adjacent to lodges, and eliminate the natural view with snow guns spaced along the path, not to mention their constant over-night noise.

General comments

We have no need for another day lodge at the Wildcat/Collins base. This apparently is obvious as it is present ONLY in Alternative 1. Day lodges are only busy during peak lunch hours and during holidays and peak season, and one or even two additional lodges would not elevate that crowding of that business during those times. Increasing the number of lodges by 25%, or more, would lead to more time when business within them is slow in all of the day lodges, would i increase the need for more employee housing and additional residential parking in an already difficult parking zone.

Train arrival station is specifically NOT included in any alternative, not identified on the website within the guiding principles, yet is identified as a “potential key use or element,” in the slide presentation given by LDI during the public meeting on April 7, 2016. Each of these five alternatives, describes and includes images of cars and/or buses. To include this very different mode of transportation as a “potential key use or element,” is inconsistent when never identified in the alternatives, and therefore unlikely to have been carefully considered by reviewers.

Many alternatives include constructing an amphitheater at the Sunnyside/ Albion Base area (Alternatives 1-4) and Wildcat Base. Such a structure involving surface contour modifications, would present issues in the winter for snow accumulation and navigation issues on beginner ski terrain. Snowbird has more than 3000 visitors each weekend August 13 - October 9 for at their Oktoberfest, in addition to people coming to hike/bike, or attend conferences at Snowbird. Red Butte amphitheater holds 3000. Is this the number that is economically necessary for such a venue to be viable, and each and every weekend throughout the summer season? What is the cost environmentally, what are the first and long term costs? What is the noise pollution from these events and what effect would they have on the other people coming to the area for natural sights and sounds? How would this impact the existing local businesses and events using their outdoor spaces? What effect would such events have to the flora and fauna who call this area home?

Perhaps a summer events zone at the Wildcat Base makes sense as there are three lodges immediately adjacent (Peruvian, GMD, Alta Lodge). But, what impact does such a use have on the existing business’ opportunities these lodges now enjoy in the summer; would it enhance or eliminate that business? Would it require additional bathrooms outside the lodges to accommodate the visitors? Would additional water be necessary to accommodate these additional visitors?

Examples depicted following each alternative are there for illustration. Including the examples you have, suggests a lack of understanding and appreciation of the scale of the Alta community. A large meeting or wedding at Alta, is NOT the same as a large event for Snowbird, Deer Valley, or Park City. The Sundance Festival is NOT appropriate in Alta, nor is the Olympic Downhill, nor any other event whose attendance is in the thousands. We have thousands already visiting who should not be displaced by other events, and we can NOT accommodate both.

Alta was founded by two gentlemen who saw the Alta environment as a haven. They worked at just doing the minimum, and no more. It is easy to overdo it in Alta, which many of these plans do. It is hard to make Alta better, but it is easy to make it worse. As J. James Laughlin, co-founder of Alta Ski Lifts Company, and at the time of this statement, still majority shareholder of Alta Ski Lifts Company: “You’ve got to keep some places like God made them. If you overdo it, you’ll destroy Alta.” (J. James Laughlin, The New Yorker, March 23, 1992, p. 53)

Some have proposed NO change. I think this view is not realistic and short sighted. People live in Alta for the environment and the slower pace. However, economics suggests that if the resort cannot make \$\$ other than ski season, there is a chance that the financial strain may lead to sale of the resort to a more aggressive enterprise with \$\$ superceding the “no change” sentiment. Eg, the recent circus re: Canyons sale to Talisker who sold to Vail; Park City losing their lease, court battle, subsequent sale to Vail to create a behemoth with a very different future view. The continued expansion and improvements made to the other ski resorts in Park City and Big Cottonwood Canyon, as well as our neighbor Snowbird, will attract more skiers to these resorts. Alta has its “diehards” but the lack of year round attractions will continue to stagnate the economy while the existing lifts and facilities continue to age and require maintenance and/or replacement costs.

Environmental impact: must preserve Little Cottonwood Creek as a drinking water source. Must enforce no dogs in the canyon, limit increase in car traffic, while allowing foot and bicycle traffic.

Transportation: improve the commuter buses up LLC. Increase parking at mouth of LCC, revenue generator: either parking fees (with passes for winter use) or bus fees. 3 lane LCC rte 210.

Alta town bus fees (albion) . If even a small amount of \$1-2 would help defray costs; and make visitors appreciate what the town and volunteers do to keep the area pristine.

New Businesses: Café/ Bakery, Restaurant, eclectic shops, Art Gallery, convenience store. walkable Main St (no vehicles), three story buildings with parking below grade, shops at street level, housing above. CC&Rs for coordinated “mountain design” taking into account the history of Alta as a mining town. support a Street Fair Event, allow trekking companies for winter skinning , hiking, fishing.

Like outdoor amphitheater/ stage for entertainment on weekends

transport center is a good idea to centralize buses, and get around the area via walkways and/or smaller transport vehicles (electric , hybrid)

I think the new road is a good idea, below rte 210, build up the steep slope to make the land more useful while not making a new footprint . one way

A multilevel building with parking garage below, Main St shops above, and upper level or levels housing.

Like parking structures that are integrated with other uses. Do not want the parking structure to be at street level. should be on lower slope. No new parking lot

If we want businesses to come to the town we need for them to have a year round clientele to make this financially feasible and develop residential properties.

Don’t see a community center if we have no permanent population growth. Already have Lady of the Snows. need planning for population growth.

Don’t like the vertical assist .

I like Alternative 3 – Mid T but No parking lot. Do not like that the parking structure is situated on the north side of the road, which is steep and would have high construction costs. Rather should be on the south side below 210 with multiple levels

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I have lived in Alta for over 50 years - and have built a house here 36 years ago. One of the things that makes me love Alta is its 'end of canyon' aspect. Over this time, I have gotten to know many ‘locals’ and visitors. Neither I, nor any of my acquaintances, want to see a tunnel drilled through to Big Cottonwood Canyon. Nor do I want to see a train coming up to Alta. I am concerned that these plans will disrupt what makes Alta so special to so many people - we love the 'magic' of Alta. It is more natural than other ski and recreation areas, without being a wilderness. Many of the proposals you offer would, I believe, destroy that uniqueness, and instead turn Alta into just another ‘ski and summer resort’.

In looking at the 'Alternatives', under #1, I'm not sure why a 'new day lodge' is desired/needed?? at the Wildcat Base - I think that the GMD cafeteria etc. supplies that need. Secondly, if there is to be a 'community center', Pub, 'store', bakery etc. on the North side of the road, it is unclear to me just where the 'parking' will be. As things now stand, that area on the North Side of Highway 210 is currently used for parking for Alta and Rustler Lodge guests and employees in the winter, and during the summer as well, since at least in the winter there (currently) is NO LEGAL OVERNIGHT PARKING ON THE SOUTH SIDE OF THE ROAD. I am not clear from your map just how the 'parking' aspect of these usages would work. Also, obviously, there would need to be Avalanche mitigation for any buildings on the North side of the road.

"Alternative #2' if there are to be buildings on both sides of the road, Avalanche protection would need to be a great concern, as well as I mentioned above relating to alternative #1, as adequate parking. You show a purple-ish color for 'parking structures', but I did not find any of those located on either #1 or #2, or #4 Alternatives; rather only on alternatives #3 and #5. Further, parking in any such structure has to accommodate not only visitors, but lodge guests, employees, and allow sufficient spaces for existing businesses and lodges to be able to load/unload supplies on a near daily basis, without interfering with the flow of traffic. While I support making arrangements for adequate parking, I do not support parking structures that would be skinned with condominiums, or ‘mixed’ uses that would all be owned by a single for-profit business within the Town of Alta.

"Alternative #3. This is the first time I see "Parking Structure" shown, on the North side of the road across from the Alta Lodge. It is my STRONG FEELING (after more than 50 years living in Alta) that the road that you show going through the commercial core (which I presume is along the current 'transfer rope tow' area) WILL NOT WORK!! Snow removal, traffic, noise, all impinge on existing Lodges and private property of some of the lodges, while presumably assuming other lands become owned by a single, other, business entity. I would vigorously oppose this 'new roadway' or anything like it!! I am assuming (though it is not clear) that you are thinking this would be for vehicular traffic, which would significantly interfere with existing summer business conducted by existing lodges, to have vehicles and increased traffic along the viewshed of the lodges and guests. IN ADDITION, IT APPEARS FROM YOUR MAP THAT THIS “NEW ROADWAY” goes over private property of the Alta Lodge, as well as the Rustler Lodge; and possibly the Snowpine Lodge too!! These are lands owned by several private owners, and any development in these areas – should there be some ‘land trade’ – would seem to present DISadvantages to the other businesses.

"Alternative #4' not sure I care for the idea of a 'new community center' and 'local transit hub' on the South Side of the road between the Alta Lodge and the Rustler Lodge. I think it will make it too busy. While there is a bus stop currently located across from the Rustler Lodge, there is a widened roadway there to accommodate stopped buses without impeding the flow of traffic. Adding a space between lodges where people will want to get in/out of vehicles and between existing lodges causes more potential conflict

between pedestrians and vehicles. I also don’t like ALL cars going into Albion Base parking area and then looping up past the cat shop onto the Summer Road. It would add to the congestion, reduce parking in the Albion Base area, and would lead to greater vehicular traffic rather than less on the summer road.

"Alternative #5 Ski Hubs' I don't know. I like the idea of a Parking Structure with mixed uses, i.e. Community Center. It seems a reasonable location - Albion base area - for such a use, as well as the Parking Structure in the Wildcat Parking lot, as 'small destinations with hidden parking', but depends on details of ownership and uses whether it is an economic improvement for the Town community or not. I am not sure there is space between the Rustler Lodge and the Alta Lodge for the "New Lodge" - nor if that is any kind of a desired location for a New Lodge!! As many Alternatives include event zones and amphitheaters, I wonder if these would interfere with outdoor activities at (for example) Alta Lodge – competing music in the canyon? Would this degrade or minimize the weddings and conferences there, and at Peruvian Lodge and Snowpine, if there were outdoor events on weekends run and managed by a competing lodge owner/ business? There is so much detail in these alternatives, and yet at the same time, so much that is left to one’s imagination.

I look forward to continuing to be involved in this process.

--

I think the most workable concepts are the Mid-T and Connect the Dots with my preference (not taking into account economic feasibility) the Mid-T

1. “Mid-T” is a brilliant name for the ‘commercial’ road
2. it does the best job of connecting the lodges and making Alta seem like a whole. Most of the likely patrons of the commercial core will come from the lodges given the fact there is no real parking available near any of the proposed cores
3. plenty of space for expansion if Alta manages to take off commercially
4. connects best to possible summer recreational areas along the Creek
5. With the smart cat tracks from the Albion complex, businesses along the Mid-T have potential to be ski in/ski out.

It seems to me the Mid-T has the only possibility of attracting the potentially large market of daytrippers as Alta’s parking situation is awful for funneling traffic to a commercial core. The proposed funiculars or whatever simply can’t solve the problem. However, a lot of us alter our usual ski patterns to hit Alta Java, so skiable access to the Mid-T is a possible solution. Collins parkers can then ski to their cars, but there would need to be some sort of uphill transit for Albion parkers.

Economics are a whole different story...the Mid-T will cost a lot more than Connect the Dots or even the Town Park.

I don’t think Ski Hubs has a chance of economic viability

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Comments on Alternative 1 - Status Quo

- The Collins Trailhead: Winter/Summer Event Zone will be in the shade, and therefore cold, much of the time. It is not a comfortable place to be inactive.
- The Albion winter/summer event area is going to be too hot during the day and too cold in the evening when the cold air is coming down Albion Basin. Further it creates a noise source for the whole canyon that will be unwelcome to all who are not at the event.
- The trash/recycle center is at the far end of Town, most distant from the population centers. Traffic would have to come up to dump trash, then that trash would retrace that route as it goes down the canyon.
- The Trailside Meeting Spot seems like a meaningless concept. It is at the location of the current Town Park (which is well utilized in the summer) but is far from any trail head.

Comments on Alternative 2 - Connect the Dots

The Shared Ped/Auto/Transit Area takes away significant parking which is at a premium in Alta. Winter business is now capped by available parking and any reduction in parking spaces is economically disadvantageous to Alta.

- The street-side seating areas depicted are suitable for urban/suburban communities but not consistent with the rural atmosphere and style of Alta, particularly in winter. Nor are the special paving ideas.
- The Collins Trailhead: Winter/Summer Event Zone will be in the shade, and therefore cold, much of the time. It is not a comfortable place to be inactive.
- The Albion winter/summer event area is going to be too hot during the day and too cold in the evening when the cold air is coming down Albion Basin. Further it creates a noise source for the whole canyon that will be unwelcome to all who are not at the event.

Comments on Alternative 3 - Mid-T

The road below the lodges has several serious disadvantages:

- The road encroaches on the private land belonging to The Alta and Rustler Lodges thus severely limits their ability to expand
- The road interferes with over snow access to/from the lodges
- Traffic in front of the lodges detracts from their view sheds and makes noise. No one wants to look down on continuous flow of cars instead of the natural terrain
- The road adds an additional scar on the hillside which is out of keeping with Alta’s style of keeping natural terrain natural

The summer event area is going to be too hot during the day and too cold in the evening when the cold air is coming down Albion Basin. Further it creates a noise source for the whole canyon that will be unwelcome to all who are not at the event.

The parking structures shown are uneconomic by the cost numbers provided by the study team, namely \$35K/stall

Comments on Alternative 4 - Town and Park

- The circuitous route to get onto the summer road unnecessarily adds to congestion and routes traffic through the Albion parking lot with minimal compensating advantage.
- The trash/recycle center is at the far end of Town, most distant from the population centers. Traffic

- would have to come up to dump trash, then that trash would retrace that route as it goes down the canyon.
- The transit hub below the road between Alta and Rustler is a poor location to deposit novice skiers who have to navigate to and from the Albion base

Comments on Alternative 5 - Ski Hubs

The large parking structures at both ends of town are completely out of keeping with the second guiding principle: Keep Alta eclectic, small-scale, and respectful of the existing environment and conditions. Further, it is unclear how these could be economically feasible without the changing Alta into something that it is not, namely a large-scale Snowbird-like resort.

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In response to the Guiding Principles and 5 Alternatives for the Commercial Core Planning, we offer the following comments:

- Of the 5 alternatives, 4 are responding to the possibility of a land trade that would turn more base area land into private ownership than we have now. The driving force behind a land trade, as determined by the Mountain Accord agreement signed in July of 2015, was to get the Forest Service out of base area land ownership and allow the Town of Alta to respond to the transportation solutions and development levels defined in the Accord and that may come out of the Accord efforts. The Town specifically qualified in the Accord that their support for a land trade was conditioned upon transportation improvements and planning for growth. It seems acknowledging and addressing Mountain Accord intent should be one of the measuring sticks of the current planning effort.
- In Principle #7 we feel the emphasis should be primarily focused on winter in addition to the summer.
- In Principle #9 we would prefer to change the word ‘safe’. Interactions as referenced have a certain amount of inherent risk.
- Principle #12 might be a place to recognize Mountain Accord intent relative to outcomes in lieu of ‘planning for mountain solutions’.
- Mention and attention should be given to the proposed National Conservation and Recreation Area.
- Economic Analysis should be part of the drive for design solutions. With very little of that apparent in this process, it is hard to appreciate some of the alternatives.
- Growth numbers and especially relative to dispersed users and their impact on watershed health should also be a design driver.

We appreciate all the efforts to date and look forward to being part of the process.

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I’m still struggling with how to address the Guiding Principles and Alternatives. I don’t want to produce a set of comments that are self serving for our business (either specifically positive or pushing against things that would negatively affect the Lodge or approaching it in some zero sum way to prevent others from doing something they see as an improvement for their business). I also don’t want to take the Alternatives too literally, my sense is that they (and the earlier Logan Simpson sketches) are more food for thought or thinking outside the box. Maybe I’ve seen Alta as essentially the same since I got here in the late ‘70’s and

don’t see a great need for a massive redevelopment (and since there has been so little change in those nearly 40 years any change seem massive). Hope the above isn’t just a way to “inoculate” myself for the following:

Guiding Principles

- The first 6 seem to hit the most important principles and in the right order.
- If things are roughly in order of importance I’d upgrade 11, 12 and 10. Each of the Alternatives have the same town transit hubs and labels roadside parking (or in some, parking structures). It seems like overnight public parking is pretty maxed so specific improvements would be great. Losing public parking spaces without a better transit option to and from the valley during non-skier hours would be a burden on residents. I know the scale of this exercise is focused on the Commercial Core but transit really should extend to the whole town.
- Given our experience I’m skeptical about #7 - my guess is the cost to add summer specific venues or services might not pencil out.

Until the land swap associated with the Mountain Accord process came up my assumption was that the green space between businesses in the Commercial Core was protected. If the swap happens that protection goes away. I’m biased toward the undisturbed fields of wildflowers in the summer and not wall to wall aspects of things year round. I’m most attracted to Alternative 1 for this reason. There are aspects of Alternative 2 that seem to address resident requests without viewing all the newly private land as a developer playground. Alternative 4 seems to allow the parking lots to transform but otherwise more like #2. I really don’t like Alternative 3 and 5.

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These are my thoughts:

I love the Opportunity Zone map. It demonstrates that there is significant opportunity along the existing road, and that the North side of the road can be involved.

Alternative one is surprisingly great. A few thoughtful improvements, including the event space at Albion... If this is what happens over the next 10 years or so? That would be a fabulous result. It’s an achievable set of improvements based on the current conditions.

I like #2 “Connect the dots” as more of a 20 -30 year plan, and it flows nicely out of the current conditions and Concept #1. Honestly this probably represents what I’ve long thought would happen over time. It embraces the north side of the road in places that make some sense, it recognizes much of the existing pedestrian flow and creates retail opportunities appropriately .I don’t love the alignment of the first people mover. Like it or not the existing UTA bus stop is our current transit hub. Aiming up the small slope, possibly to your New Commercial use brown oval would be better. Have it lead to more of a pedestrian flow around the front of Goldminers and on up to the ticket building and the new skier services building, next to the lifts mazing areas. Importantly this plan a least begins to accommodate a new lodging property should the ASL/ USFS proceed . If you say to yourself if the new lodges happens this is the direction we should steer? I’d feel pretty good about it.

I didn’t care for #3- Mid T. This is the too much plan, and it’s on land the TOA is never going to own. This would b a huge level off on/ off site improvement for TOA to try and mandate from ASL. I think it would be a loser in court. It’s another big road right in the middle of everything. Pedestrian yes. This road is too big and will impinge too greatly upon the sense of place, and the existing commercial lodges. Interesting to see the topography laid out like this though. An exercise well worth doing, but it’s not the way.

#4 Town and Park has some nice ideas, and is modest in overall scale. Development is happening in sensible places, including some community /retail buildings. It’s quite like #2 really... I am concerned about he reduced summer road access, especially with respect to summer. We don’t really irrigate in Alta so I might depict the east side park in some color other than green. That kind of a setting would be a nice backdrop for the new lodge so the TOA might be able to successfully encourage ASL in this direction, but TOA is not going to be able to mandate, it as it’s happening on the exchange letting and will be ASL’s largely. I think it would be great for all lodging properties as it would give people a place to walk to. Yeah!

I did not spend much time on Alternative #5. This is like my own personal Vail nightmare. Right? It’s worst case scenario! Way, way too much development.

Thanks for all the effort you folks have put into this project.

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Thanks for the opportunity to comment on presented alternatives - I feel I have more questions than comments at this point! Unfortunately, I have not been unable to make it to all the meetings and only recently was invited to participate on the Advisory Committee. At the end at the of the day the preferred scenario must consider our contract for water with SLC.

I am wondering if and what the conversation has been about goals for visitor numbers – especially in the summer? Is there general consensus that you have heard from the community? Traveling in Alta works pretty well on skis in the winter. If part of this project is to anticipate transportation improvements and getting day skiers out of their cars then careful planning about where people are dropped off and what services are available needs to be more of a priority – maybe that’s the new day lodge. Skiing is an equipment intensive sport – imagine loading a family of four up for a day of skiing... day lockers for gear storage are critical.

I am encouraged that this project considers enhancements to the walkability and biking in the commercial core during the summer. Im sad to see the existing Albion Meadows trail go but understand the ongoing challenges with a trail meandering between public and private lands.

Opportunity Zone

It’s a good baseline for further discussions. It highlights both the intangible green spaces alongside areas that might be available for new uses.

Alternative 1

- The small nodes of gathering places seems to fit Alta.
- As for community center building, I see pub, store, bakery commercial uses listed. Can you be more explicit and specific when using the term “community center?”

- Appreciate the effort to better distribute people evenly throughout the commercial core.
- Trail connectivity concept is good – there needs to be a bit more flushing of the actual alignments both to respect private property as needed and to anticipate proposed modifications.
- When talking about stage, amphitheater and terraced hillside it would be nice to know relative scale and size of what’s been discussed.
- Excited to see the trash and recycle center is included. What are the advantages of it being a stand alone area versus being attached to another building?

Alternative 2

Upgrading the vertical assist that’s east of the Snowpine Lodge to unload closer to the highway might help skiers parking in the upper lot get back to their cars.

Alternative 3

More roadway (Mid-T) doesn’t seem to be “realistic” and further many of guiding principles. I much prefer the option for the one way loop connecting the Albion Grill lot with the end of highway 210. We have already heard parking structure are not financially viable, let’s not move in that direction.

Alternative 4

Are that many vertical assist really needed?

Alternative 5

Too much! We lose the small-scale Alta feel.

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This maybe too late but I wanted to throw out an idea. In alternate 2 the road is designed to slow traffic which gives visitors the sense they are in the center of town. Is it possible to incorporate that in alternative 1 even if there is not a land trade? I feel Alta needs to designate some type of town center and that might be a good way to do it.

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Below are my comments on the Guiding Principles and the plan alternatives.

Guiding Principles: I think these look good. They capture what our group as a whole wanted and can be used into the future for any planning efforts.

Alternative 1 (No Land Trade/Status Quo): Without a land trade our options are pretty limited and the layout given in this alternative makes sense. If there is not a land trade I would support this option as it is the only option. If there is a land trade this is not my preferred alternative.

Alternative 2 (Connect the Dots): I really like this alternative. I like the mixed use in this option that is in the center of town so that visitors get a sense that they are driving through a neat place and that they should stop and check it out. I would like to see more summer trails along the cross tow and along the hillside in the ski area; like in alternative 4. In the winter these additional trails would be great Nordic trails. I really like the traffic circle towards the end of the road. This area is always an issue (summer and winter)

when cars come out of both parking areas. The trash and recycling center is greatly needed by the town.

Alternative 3 (Mid-T): I am not sure why, but I am not a big fan of this alternative. I have a hard time envisioning a road between the cross tow and the lodges. I really like that area to stay as a large town park/ open space with lots of trails and trail side meeting spots.

Alternative 4 (Town and Park): This alternative is very similar to Alternative 2. I prefer Alternative 2 over 4. This biggest issue I see with this alternative is that the access to the summer road goes right by the vehicle maintenance shop. This is a bad idea. In the summer time, when everyone will be accessing the summer road, the vehicle maintenance shop is very busy. They have a lot of equipment out side, vehicles are constantly coming and going from the shop, and there is a security issue. In the summer time this area around the shop is gated off to keep visitors from messing with the equipment as well as the gas pumps that are used by the ski area. If the road was to do this the vehicle maintenance shop would have to be moved. I do like the trails that are in this alternative and I would move them over to alternative 2.

Alternative 5 (Ski Hubs): This alternative is great for winter in Alta, but is to spread out for summer in Alta. I do like the idea of the skinned parking structures with mixed uses. This alternative seems very expensive and the most impact to the town. If the vehicle maintenance shop was to be moved, I like the traffic flow on the Albion side.

Hopefully I have given you enough feed back. Let me know if you need anymore information from me. Thanks for what you guys are doing. I love being a part of this process.

--

I have reviewed all of the alternatives and these are my comments:

1. I don't believe that highway 210 can be all things to all people. Most of the alternatives show highway 210 as a pedestrian area, commercial area, main street and roadway. I do not think that this is realistic.
2. Alternative #3 - Mid-Tis the only alternative that addresses traffic flow in a reasonable manner and provides for a "main street", friendly "commercial area and pedestrian walkways.
3. In order to support a summer economy and develop more of a winter economy we need a "place" (beyond a community center) that can hold events/music something that will attract visitors. #3 seemed to offer the most opportunity for this type of space.
4. Creating a hub in the collins area will spread out traffic both winter and summer - I believe that having a day lodge/event zone and trail head is smart and imperative in accomplishing this.
5. Garbage and recycling. Not sure why we are asking people to cart their garbage and recycling through town - seems like the community would be better served having these facilities move to the west side of town. It would also decrease the need for garbage trucks to drive through town.
6. Along the same lines - makes sense, maybe not to the ski area, to move their maintenance area to the west side.
7. Love the outdoor amphitheater

8. Town Park idea - seems like this can be incorporated into any of the alternatives. If a "lower" road/ walkway area is created this could be incorporated into a down park.
9. Mixed use/housing is a must.
10. I think that many of the alternatives offer a band aid approach and don't provide solutions that will meet the long term needs of the community - regardless of trains, buses etc. we need to spread out visitation in the summertime, create better traffic flows through town and create reasonable and safe places for people to walk. Alternative 3 is the only alternative, in my opinion, that goes far enough in addressing these issues.
11. The community center is an important component of all of the alternatives but I don't believe that this is a substitute for a summer/winter event site(s).

DRAFT PLAN OPEN HOUSE

The following comments were submitted via email or through the project web page following the presentation of the Draft Plan on June 27, 2016:

To the Alta Town Council, Planning Commission & the Advisory Board:

I've watched with interest as a town clock & tree has morphed into two ill-conceived rows of metal wedges. Of course an area that gratefully receives 500 inches of snow year would make such structures wildly impractical: the valleys would fill up in a single storm. How many employees would it require to keep the roofs clear? Aesthetics? To me the structure seems totally unappealing, a bit depressing. Utility? Why would anyone stop for a doughnut on their way to ski?

Parts of the following paragraphs were from a letter I wrote last winter before the comment period began.

The most common sentiment I hear from visitors is that Alta is unique. In a letter of last spring I quoted a skier from Sweden, "I've skied all over the world and this place is one of a kind. There are only a few places like this left. You shouldn't spoil it. You don't know what you've got here. I can't believe I'm 39 and I'm only just now discovering this place." Residents, skiers from the valley, lodge guests, lodge and lift employees nearly all share this view, nearly all appreciate our low-key, largely undeveloped town. Almost no one has heard of this project & few would have any interest in such .a town center. It seems most places are convinced that "improving" on what they have is their necessary future. I hope we can be smarter than that.

A group of exceptional people cooperated to set the ski area on the right course: Joe Quinney, J Laughlin, Alf Engen, Mayor Watson, all contributed. We're lucky to have had such founders. They were practical, down-to-earth, seat-of-the-pants. no-nonsense individuals Their view from the beginning was to provide low cost winter recreation for local families. Alta was the 2nd lift-served ski area in the West. The first was Sun Valley. That resort decided on a different agenda. They succeeded in providing pampered skiing, shopping opportunities, a country club atmosphere and "upscale" lodging for the elites: celebrities, politicians and their wealthy associates. Aspen, Snowmass, Vail, Jackson, and Telluride have each followed suit.

APPENDIX B

Sadly the three resorts of Park City have succumbed to that same cookie cutter model of industrial skiing and over-the-top development.

To the dismay of most Park City residents their beloved town of just a few decades ago has disappeared entirely. The change was not dramatic. It was incremental but relentless: an improvement here, an upgrade there, a new gangbuster condo, an appealing restaurant.

In concert with the ski area, Alta’s lodges remain unpretentious and welcoming. Many guests return year after year, some on the same week as their long time friends. Our guests identify with their lodges. The bars, restaurants, hot tubs and common areas provide the comfortable, lively domain of their Alta stay. I don’t think they’d have much use for a town center. I doubt that after a day of skiing that a commercial core would have much appeal. The same goes for our lodge & ski lift “emps”. They identify most strongly with their lodges. Our avalanche history demands that lodge owners provide on-site housing. That close, intense living creates strong bonds & unless there’s an ACE sponsored ski movie at OLS, “the lodge” is where the heart is.

Unlike Park City we can’t offer summer golf or horseback riding. Thankfully Alta would never adopt the Snowbird playbook of alpine slide, bad bands, Oktoberfest, and mountain roller coaster. The Alta Lodge model of Sunday brunch, weddings, and small conferences seems appropriate.

Thanks for your attention.

--

The idea of concentrating the commercial summer activities at the center, rather than either end of town, makes sense as long as Alta Ski Lifts continues their current practice of minimal summer business. Should ASL expand into the summer, e.g. running a lift, the picture may change.

The concept of running a lift from roughly the Wildcat base to the town center has merit, but the economics are unclear: who will run it and how will its operation be paid for?

It is not prudent to plan an expansion on USFS land. While a land exchange has been proposed, culmination of that transaction is not certain, nor are the schedule and boundaries. A better course would be to designate the first phase to be on land that we know is available, i.e., the conveyance parcel owned by the Town.

The economic rationale for this expansion has not been made. A relatively small commercial space was alluded to, but that is far from a business justification for this expansion. Summer visitors do not come to Alta to engage in business nor to spend money. They are attracted by the stunning environment. It is possible that “if you build it they will come,” but that is a very risky business strategy. And winter business in the town center is even more uncertain. Except for those staying in the lodges, people come to Alta to ski, not to hang out. Day skiers want to get out of town ASAP after their ski day. They generally have homes in the valley or are on vacation and staying down canyon. No one that has built a sloped roof building in Alta that I have encountered would ever build one again. The magnitude of the snow management in this area is not generally appreciated by those who don’t have to deal with it all winter.

The architectural renderings are not consistent with the rustic nature of the town which sets Alta apart from other resort towns. Modernism is not our thing.

The Current Conditions update of June 27, 2016 has added some description on sewer and gas but does not indicate what sections of the Town those services extend to. The power circuit graphics in Figures 1 and 2 are good models for showing these services.

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I’m a full time, 20-year Alta resident, and I work in Alta.

I think the plan has many good elements, and I appreciate the work the Advisory Committee and the Project Team have put into it. While there are some revisions to the plan that are called for, the great challenges ahead are to identify specific land parcels with strategies for ownership, establish preliminary budgets, secure funding and establish project timelines.

The Town should establish an attractive, appealing and safe pedestrian walkway along State Highway 210 for the full distance from the Peruvian Lodge to the Albion Base. This is not just an additional possible feature; is the most important element to making Alta an integrated and inviting resort community for our visitors as well as residents and locals.

Parking needs full consideration. Should there be a parking structure, and if so, where? I don’t know the process by which the parking structure elements in Alternatives 3 and 5 were eliminated from the Preferred Alternative. We should be aware of the strong current demand for existing parking such as the Flagstaff lot and south side day parking. At the same time, it is important to solving our road problem that we do not encourage more vehicles in the Canyon. A successful plan would help shift the impacts and costs of private vehicles in the Canyon from the public to the vehicle users, making effective incentives for carpooling, ride sharing and public transit use. This could begin immediately.

The next phase of study should include preliminary engineering studies of the “Mixed Uses” sites shown in the Preferred Alternative, to determine whether there are any slope, soil, avalanche or wetland issues that are prohibitive for those sites.

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Concept 1 of town center, I like the look, but would prefer more planned outdoor space/plazas.

Concept 2 of town center, I don’t care for the look (barn like) and it appears to ruin the view shed on the south side of the road from the road.

Concept 3 of town center, I like the look, lots of outdoor plaza spaces/plazas. It matches the town offices and Our Lady of the Snows look that already exists.

Concept 4 of town center - MY FAVORITE look b’cause it is unusual and will define the town in a unique way. I like the outdoor/plaza spaces and how the building on the south side of the road is built down into the hill so it is not a big structure ruining the view from the road. I looks like the IM Pei entrance into the Louvre.

I like Parking Hub Concept #1 on page 2-22.

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So sorry I am late with my comments. Where I live in the summer has very poor internet so I had some issues.

Thanks for all of your work. It has been quite a process.

As I look at the visual representations, my initial reaction is that I don't want to see Alta change at all, but at the same time I realize that the area would benefit greatly from some improvements and would not lose its charm.

The drawings of the "center" between the Alta Lodge and the Rustler are very exciting and I think it's a great use of space that is usually just filled with cars. It creates an actual center of town on land that is not used in either season and does not look to impact the area too much. The two bases with parking lots are busy areas in the winter. Activity areas at both base ends can be developed in the summer to tie the whole valley together. With more trails, picnic tables, a playground, paved stroller or wheel chair paths around the valley, it becomes a nice town. Public bathrooms in the summer are desperately needed as well as a bus/mass transit hub with bathrooms and lockers in the winter. I imagine a great spot in the new center where a parent can have a cup of coffee, read the newspaper in a comfortable seat and wait for their kids to finish skiing, then they store their gear in a locker with a space to change clothes and wait for the bus in a covered, warm area.

I do worry about the loss of parking and the new "center" causing traffic jams, but that may be unavoidable with the single road we have. If there are events or businesses there, there will be very little parking available during ski days, but this may be remedied by shuttles from the bigger lots or the lifts/tows from the rope tow to the road. The traffic back-up in the canyon is a larger issue that needs to be addressed, but if there are reasons to stay in Alta and something to do, people may stagger their departure time and help alleviate the problem. People hate the long, slow line down the canyon. It is not an everyday occurrence, but on occasion it can be 5 hours or more. I think if there were other good options, people would try them. But it needs to be as easy or easier than bringing their own cars. Anyone who has ever ridden the bus knows that it is a huge hassle to haul all your stuff and gear. People need a secure place to leave their stuff while they are skiing - shoes, lunch, extra layers, etc. They are more likely to use the bus without their equipment - this is where lockers are so necessary. I also think that snowbird should only have 2 exits - the one by the cliff and only one other. And only every other or after every second car should they be able to merge. Snowbird empties all of its parking lots while Alta drivers sit in slidepaths with their engines idling. And snowbird is expanding and should take more responsibility for the traffic issue.

I'm not sure exactly what I think about the new road loop. I think it would be great if it helps traffic flow better in that area and creates a good spot for mass transit. But I don't think it will help with overall traffic since it all funnels into the only single road. I do like the idea of a parking garage and a mass transit hub in the Albion parking area. It's a great area for families skiing and for trail heads and walking in the summer. A parking garage built into the slope would have little visual impact and would add parking without taking much more space.

I was recently at the base of Killington ski area in Vermont. I was amazed at how busy it was. Tons and tons of bikes. People biking around but mostly loading up the gondola and taking bikes up the mountain. There were also many smaller activity centers such as wooden play structures, paths, zip lines, an alpine slide, etc. These attracted summer visitors but had little impact on the area or the winter activities. Bike trails

are great, but it's better economically for the area to sell tickets to take a bike up the lift (maybe with a coupon for a discount on lunch at the Albion grill). Live music is always a big attraction. An amphitheater or larger area for concerts would help start some summer economic activity. I don't want to see Alta become "Disneyland" or even Snowbird, but a zip line or an alpine slide gives people something to DO. Maybe some of the condo owners and homeowners would come to Alta in the summer too, instead of just for skiing.

People I have discussed this with have said that it is pointless to build anything for summer economic purposes when there are already hotels, shops, chair lifts, restaurants and coffee shops that do not open in the summer. Businesses claim that they lose money if they open. Will that change? Do the businesses even want it to? I explain that the development in this plan is not being built until there is a demand.

Small things in Alta may help guide people to other places in the summer besides Albion basin. Better signage and more information about trails, hikes and areas could encourage people to try something different. I think people just follow the road and it ends at the campground. Better signs might send people up the north side or let them know that there is hiking and a volleyball court near the wildcat parking area (and maybe a playground and a picnic table area in the future?).

As a future development plan for the town of Alta, I think it's a great plan. It provides for the facilities that may be needed while keeping with the charm and "small" feel of Alta. There will many ideas and discussions when it comes to details, but I think this is a good start!

--

With all the options why would you select the option with the road going through the town. Any town with a main road going through doesn't allow for the feeling of a place It is a thoroughfare-----not a town center. It will never be a place to gather so long as it is being bifurcated by the road.

--

As a former Alta resident I can attest to the need for a center, please make sure there is employee and affordable housing so that individuals and families associated with our community do not have to live or move to the bottom of the canyon. I would also like to see plans for the school incorporated. Love the idea of a grocery / bakery / eating alternatives (not just fancy) to reduce the need to drive, give residents and visitors alike more options, and bring more jobs to the town. Thanks for all the hard work.

I'm also concerned that the plan seems more focused on a shopping area and not on transportation, which we all know is a huge need.

--

Yesterday's draft plan presentation left me more excited about Alta planning than I have ever been before! It was a refreshing but thorough look at what we hope will satisfy the needs of our town, its businesses, its residents, and its employees for many years to come. The drawings of possible main street area expansion really made it possible to envision a new look and a new feel for Alta. That developed area will tie the two main ski lift parking lots together, and, with the right businesses (not just a community center, but actual businesses) could keep visitors in our town longer (IF UTA provides a workable public transportation

schedule, which it is currently failing to do). I would think that restaurants and retail businesses would best be on the north side of the highway for visibility to attract patrons. The community center would be better on the lower south side of the road as it would not need frontage attraction for those that use it.

I know that building designs will be determined (or not) down the road. My comment on what was presented for the peaked roof design is that after 50 years of dealing with snow removal at various businesses as well as my home at Alta, avalanches will really not be the main concern, although they are a major Alta problem. Snow depth and weight are a bigger concern on more of a daily basis, and I think the peaked roofs with huge snow loads in the valleys do not make good sense. None of you were around when the Alta Peruvian Lodge had a peaked roof. Snow load was no longer a problem once the flat roof was installed on the main building as the wind blows most of the snow off. Yes, avalanches are sometimes a problem, but snow loads are a constant problem, as is figuring out where to put snow as it is removed.

--

Commercial Core Plan June 27, 2016

Land available for development (pages 12-13, 2-2, 2-3)

- The plan fails to identify or acknowledge the Town owned PO/library/fire station as a site for future development/improvement. That land might even be classified as “out of bounds” on the map at page 2-3. This should not be removed from consideration of future development/improvement; it is currently developed and might be converted to be better utilized at a fraction the costs of the new construction contemplated in the commercial core plan.
- Lands were eliminated from development for identified reasons (map p. 12, 2-2). Despite this removal, many areas with those issues were returned to development “opportunity zones.” (map p. 13, 2-3) These lands include:
 - federally owned lands
 - wetlands
 - other natural avalanche path constraints, creeks
 - privately owned lands
- That said, I like the placement of the trash/recycling on the North side of the road, near the Town Entry Zone. This makes sense for the refuse going down canyon to be located as far to the West side of Town as possible. That, and it is more visually attractive in the Town center to not have 4 -6 recycling bins and the resulting errant scraps of paper where all see where they are currently located across from the Rustler parking lot.

Guiding Principles (p. 13, 2-3)

- These 12 principles address 3 environmental principles, 4 economic, 3 transportation and 2 relate to land use more broadly.
 - This concentration suggests economic factors are of paramount importance. This may be what Landmark considers, but I do not believe the Town, her residents, staff, and visitors, share this same level of importance.
 - In balancing the needs of residents, as distinct from property owners and business community employees and visitors, what is the balance between human and non-

human residents? To what extent are we willing to usurp the lands of the moose, deer, coyote, birds, and the flora that support them? These issues have not been considered, yet a plan of potential small or large scale additional development is in discussion; this is the wrong sequence of events.

- Residents and visitors alike, come and enjoy the Town of Alta's natural setting. This setting is an integral and unique part of the Town, summer and winter. To ignore this component, is to do so at our peril. Establishing the Town with yet another commercial strip, we will lose our aesthetic beauty, our rustic feel. Uninterested in commercialism which is available everywhere else, a commercial strip encourages people to more quickly through Town. We have sustained our environment, economy and community for the majority of nearly 80 years, without such an overarching capitalistic emphasis.

Potential Uses and Elements (p. 14, 2-4)

- This list of 23 potential elements divides roughly equally between those that could generate revenue and those which are unlikely to ever do so.
 - It is hard to imagine how 1000 square feet could be sustainably used for subsidized/ low cost housing, or, for a coffee shop, bar, restaurant, bakery, or convenience store, when parking for the users of that development would likely have to be carved out from that same square footage. (I understand underground parking cost between \$35,000-\$40,000 per space in the Valley, likely higher in Alta.)

Economics (p. 15, 2-5)

- The plan contains no support for the conclusion:
 - "Some level of development in the Commercial Core will be required to create a more resilient economic base for the town."
- No economic analysis was performed identifying what level of commercial development would be generated from the 1,000 to 1,500 ft² of additional commercial space "current demand can support."
- No support is offered for the conclusion: "'A vision for the future of Alta's economy needs to be established or the town will continue to lose business to other resorts and communities."
 - Is the Town losing business to other resorts and communities now?

- Is the lack of a Town vision the reason business is going to other resorts and communities?
- Will establishing a vision prevent the assumed loss of business by the Town of Alta to other resorts and communities?

- Despite the importance of economics in the Guiding Principles, no consideration has been given to the economic costs or benefits from a new development including a convention center, conference hall, corporate events or festivals. While these events, if properly marketed and packaged might bring revenue to the Town and her businesses, they require additional services from the Town. None of this discussion focuses on the daily, thousands of people already coming to the Town who do not need nor require commercial services offered. For example in summer, hikers, backpackers, rock climbers, photographers and their clients, all come to Town, yet bringing their own food and supplies. All this happens while the Town property owners pay and provide for visitor safety and welfare through law enforcement, rescue, fire fighting and sewer, water and refuse removal. These people will continue to come, generating no revenue to the Town, and development has not addressed these thousands. Winter is an exception to this model, but only for resort skiers who purchase lift tickets. They may still bring sack lunches or even small BBQ's and cook on the roadside. Back-country or nordic skiers have not purchased lift tickets and may not purchase food or supplies from Town businesses either, but may still need Town services and facilities in emergencies, or simply for snow removal for the parking spaces they use. Unless or until we do serious economic considerations with quantifying number of people, and dollars of revenue compared with dollars of expenses, will we be able to rationally consider future development and the scale thereof.

- What revenue per square foot is assumed or required to be economically viable?

- This study assumes a viable summer economy is lacking but necessary. The plan does not indicate a range, or revenue target, which would be necessary or appropriate to support such a viable/sustainable summer economy. There are no concrete numbers. Adoption of this plan, or any other in the absence of this analysis and information is unwise and perhaps costly; environmentally, socially, culturally and even financially.

- What revenue dollars are necessary for an amphitheater, or one or more event zones?
 - What are the overall costs to run large outdoor events-
 - How many additional law enforcement officers would be required?

- How much refuse and sanitary facilities would be required- permanent or temporary?
 - Is lighting required for safety?
 - Would new parking have to be found for event attendees, or, how do you prioritize between these visitors and other day and night users?
 - Must an amphitheater accommodate 3000 persons — the size for Red Butte and the number that attend Snowbird’s Oktoberfest each weekend, to be viable?
- How many events are necessary, and how frequently
 - How is noise managed?
 - What is the impact on existing businesses and their outdoor usage for parties and weddings?
 - How large a retail space, what volume of business is necessary to support developing and maintaining a structure?

Sustainability/ Environment (p. 33, 3-1)

- I support the statement that the Town of Alta should have a sustainability policy to ensure development “will have minimal impact[s] on the surrounding environment and community.”
 - Because environmental concerns ranked just behind economic issues in the Guiding Principles, it is appropriate for environmental sustainability to receive important considerations
 - However, much of the remaining language in the sustainability section fails to adequately address the uniqueness of Alta. Rather, the language relates more to urban cities. For example,
 - Town employees already “participate in wellness efforts,” as one can regularly see these people on the trails in winter and summer, taking a break, enjoying the environment
 - The suggestion to “buy locally” is not possible, unless local means at a minimum more than 12 miles away.

- The municipal water usage is already water-wise. As far as I know, there is NO landscaping water used by the Town; it is hard to reduce below zero.
- The plan also suggests the Town maintain and improve sustainability of “local open spaces and natural areas.”
 - THIS sustainability is the antithesis of what is involved with any commercial core development; such development will take currently open spaces and convert them to developed areas; even if plazas are incorporated into the plan, the area will no longer be a “natural area”.

Transportation (p. 16, 2-6)

- 45 opportunities are called out in this section. 12 are specific to winter, 6 are specific to summer, and many of the rest could relate to either or both seasons.
 - I am not clear how these relate to the Guiding Principles, including the principle of balancing the needs of residents, property owners, business employees and visitors. It is imperative we first establish the importance or weight of each category to be balanced or we will fail before we begin our attempt to balance the scale. No effort was made to address this fundamental prerequisite.
 - Working to improve safety for all is important. However, while reducing cars or eliminating all cars in the Town would increase pedestrian and bicyclist safety, it is not achievable nor sustainable. The Town must operate emergency vehicles, businesses need to be supplied, utilities must be able to operate and maintain their facilities, etc. Similarly, residents need to be able to provision their homes, the mail must go up and down. Mass transit can not accommodate any of these identified activities so the road and single vehicles simply can not be eliminated, nor can it be reasonable to charge a use fee for each of these groups.
 - What level of reduced vehicular traffic is sustainable? No studies or models have been provided, nor the costs of such a system.
- Is the reduction simply at being able to accommodate the number of vehicles in parking spaces, or does it relate to other considerations including quality of life, air pollution, capacity of the environment?



- It is important to understand the costs for the various transportation opportunities. Where they are small (both economically environmentally) but provide potentially large benefits, we should look to incorporate them as soon as possible, not waiting for adoption of a commercial core plan.
 - Summer calming strips on U-210 appear to be working to slow traffic West of the Town office complex; yet they might be easily and with low cost, removed to facilitate winter plowing without obstacles
 - Promoting ride sharing, and park-and-ride facilities in or from the valley, and exploring enhanced UTA service for ski season with extended hours, plus exploring the viability of summer bus service, all appear to carry little costs, yet could reap large benefits.
- The plan did not consider several other important opportunities:
 - Would a summer lift operation reduce or eliminate some of the safety and parking concerns, environmental degradation from car exhaust and dust generation, eliminate the need for dust suppressant, reduce the staff required for the Town's information booth, while providing employment at the lift and setting up economic incentives to visitors?
 - Would gating and locking the Summer Road to traffic from dusk to dawn increase safety, reduce pollution?
 - Would keeping the Summer Road closed to vehicular traffic other than registered campground users, summer road residents and property owners, Alta Ski Lift Company maintenance vehicles, and Town service and maintenance vehicles, promote safety, improve air quality, encourage ride sharing, provide cyclists and pedestrians better connections and access?

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Contact

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Save Our Canyons is a 501c(3) non-profit dedicated to “protecting the beauty and wildness of the Wasatch Mountains, canyons, and foothills.” As an organization, we value opportunities for land managers, property owners and the public to engage in discussions about the future uses and ongoing preservation of the Wasatch Mountains.

Save Our Canyons is grateful to the Town of Alta for the opportunity to comment on the Commercial Core Plan proposal. Nested in the top of Little Cottonwood Canyon and surrounded by a high alpine environment, Alta is undoubtedly one of the most spectacular towns in the state of Utah. Development efforts should ensure that preserving, and not degrading or distracting from this natural beauty, is the highest priority.

Save Our Canyons has no conflict with the Alta Commercial Core Plan’s intent to create “an identifiable center of Town for residents and visitors alike” and of enhancing the creation and concentration of commercial development in the area. We do, however, have areas of concern where we would like to see this effort proceed with caution.

As noted in the Commercial Core Draft Plan, the Town of Alta is significantly constrained by access to water, efficient and effective transportation, and increased visitation as a means of achieving greater economic viability. Current population and existing tourism is too small to support additional retail and commercial development without significant increases in visitation. Increasing visitation requires improving transportation, while more efficient transportation may lead to greater visitation, it is also likely to result in requests for additional commercial and retail space beyond that noted in the Commercial Core Plan. Increased visitation with the purpose of improving economic circumstances quickly becomes a cycle of self-justifying development where economic viability always demands greater visitation and increased visitation always demands more commercial development. Save Our Canyons would like to express caution to the Town of Alta as it enters into this potential endless cycle of increasing visitation and improving economic viability.

Improving economic circumstances is obviously of great importance to the vitality of Alta. While Save Our Canyons understands the Town of Alta’s desire for continuing its economic success, we would like to caution that pursuing significant economic development may result in a gradual erosion of the town’s values and the guiding principles of the Commercial Core Plan, namely of principles 1, 2, and 3:

1. Preserve, respect and enhance Alta’s sensitive lands, views, natural resources, and it’s unique setting.
2. Keep Alta eclectic, small-scale, and respectful of the existing environment and conditions.
3. Sustain Alta environmentally, economically, and socially.

While the existing plans outlined in the Commercial Core Plan’s Preferred Alternative do appear to be consistent with these principles, principles which SOC applauds the Town for identifying and committing itself to, there does exist a real threat that efforts to improve transportation and increase economic viability could eventually come at the expense of these core values.

Though outside the immediate scope of the plan, the draft plan version does identify the impact that the construction of a train or tunnel may have on adding commercial facilities and lodging (Draft Plan page 60). Save Our Canyons would like to point out that such transportation developments would have a very real and a very long lasting impact on the town’s culture and environment. This impact would be in direct contradiction to the values and principles held by the Town of Alta, and those identified in the plan and espoused in numerous scoping sessions.

Save Our Canyons would also like to urge caution with efforts to add festivals and other events with the potential of creating tremendous amounts of noise and thus disturbing the serenity of the surrounding landscape. Specifically, the current biggest reason for summertime visitation to the Alta is the summer wildflower season. This is attested to in the growth experienced by the Albion Basin Summer Shuttle which served an average of 940 riders per day during the weekends and holidays of Summer 2015. Efforts should be made to create events and festivals that would complement this reason for a surge in summer visitation. Loud festivals that could be heard higher up canyon would seriously detract from the beauty and serenity that constitutes the reason so many individuals and families visit the town of Alta.

Sincerely,
Carl Fisher
Executive Director
Save Our Canyons

C PLAN ALTERNATIVES

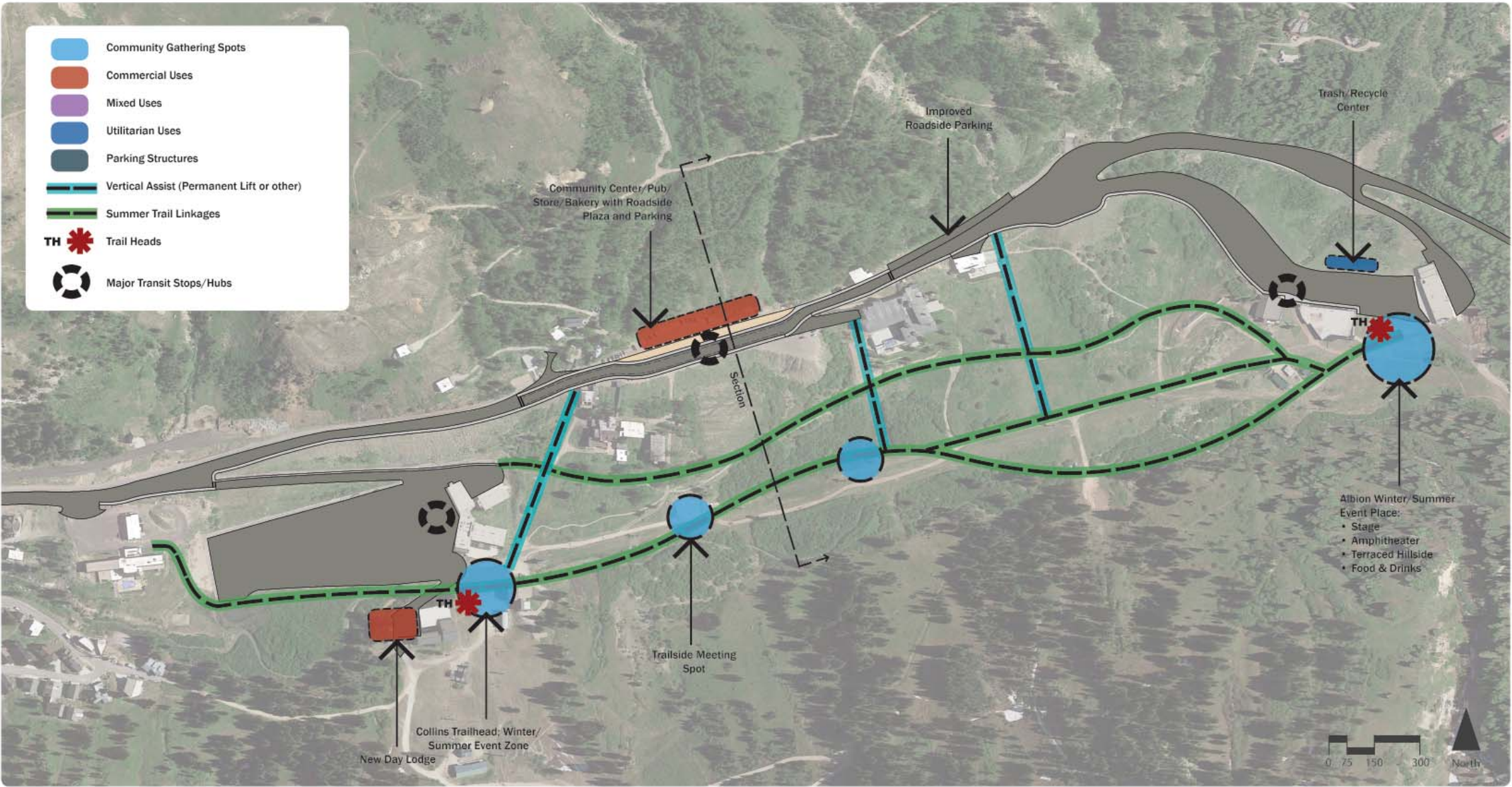
Five distinct plan alternatives were developed as part of the Commercial Core Plan process. Each alternative began with a transportation concept and incorporated the potential uses and elements established as part of the public involvement process.

ALTERNATIVE 1: STATUS QUO (Note: The Status Quo Alternative assumed that the existing transportation network would remain as is.)

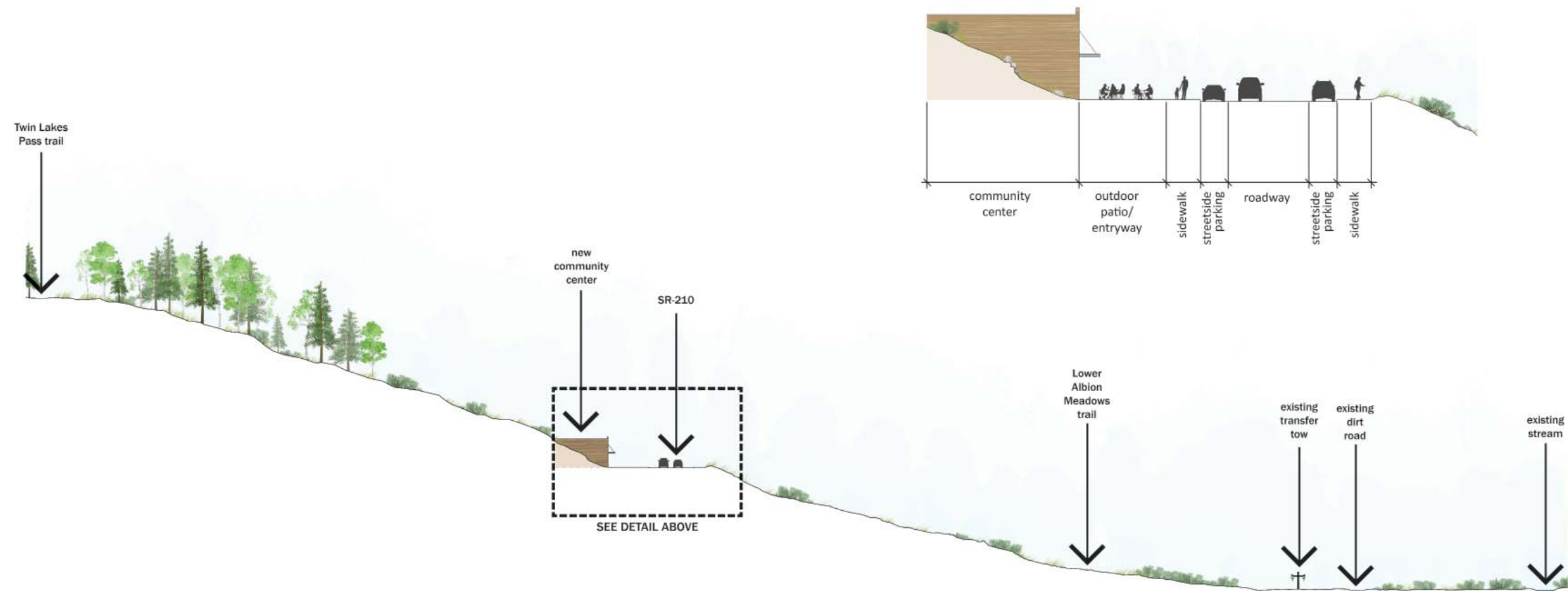
Alternative 1 - Status Quo

Growth will be limited to existing private properties in the commercial core and to Alta Ski Area facilities proposed by the ski area and approved by the United States Forest Service through the Ski Area’s Special Use Permit Master Development Plan

- Key Changes**
- SR-210 is pedestrianized between the municipal buildings complex and Snow Pine Lodge, including the formalization and enhancement of streets-side parking
 - Community Center developed at approved site next to the Town of Alta Municipal Building complex
 - New day lodge developed at Wildcat Base
 - Basic retail needs and services provided at existing lodges and day lodge
 - Trash/recycling center developed at one of the bases with approval by USFS
 - Winter/summer outdoor event areas with connecting trails are formalized at the Wildcat and Albion base areas
 - Winter/summer connections between the highway/lodges and transfer tow area improved with a lift, stairways, etc.



Alternative 1 - Status Quo



VERTICAL ASSISTS



STREET ENHANCEMENTS

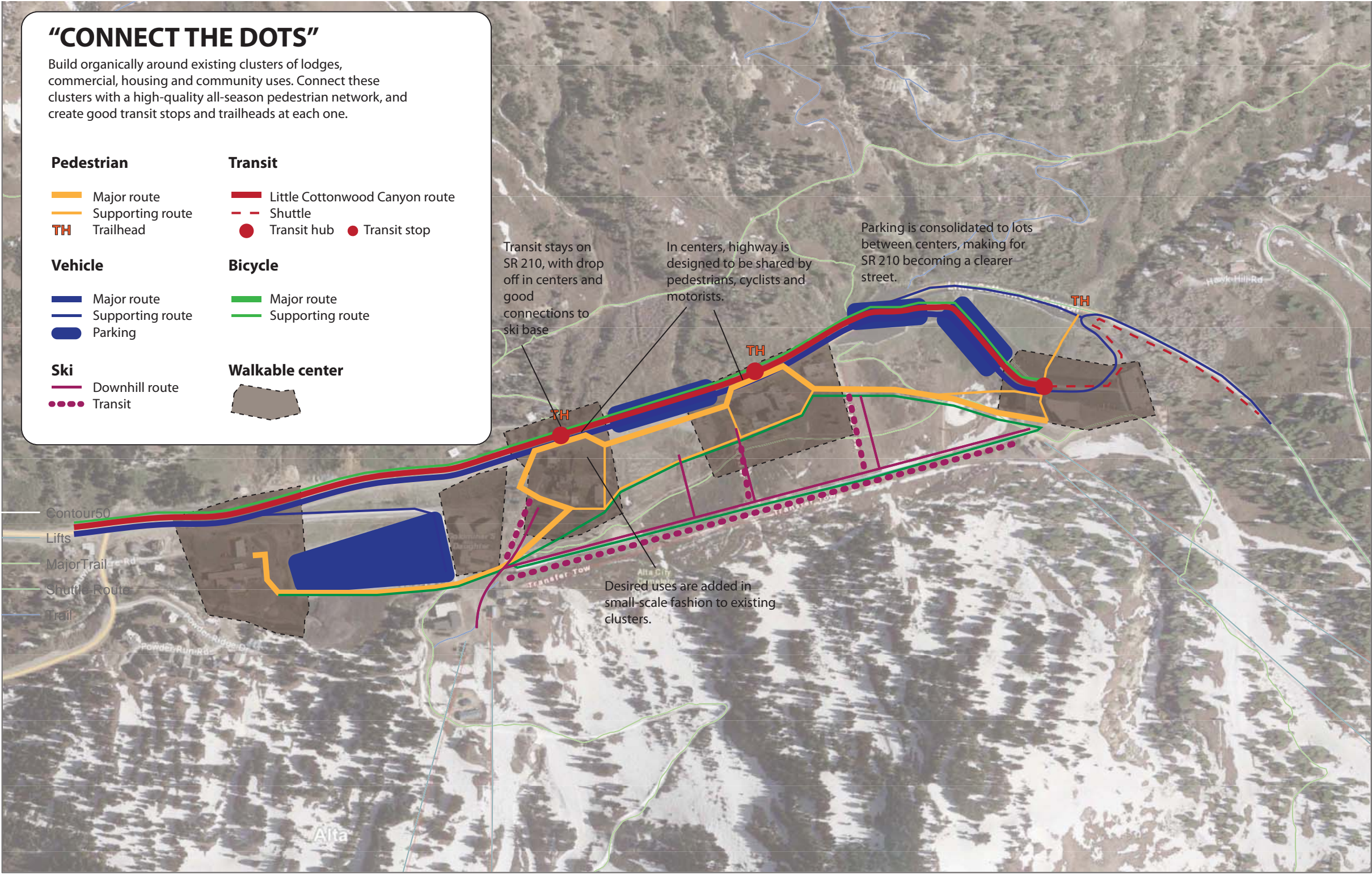


COMMUNITY CENTER



ALTERNATIVE 2: CONNECT THE DOTS

TRANSPORTATION CONCEPT

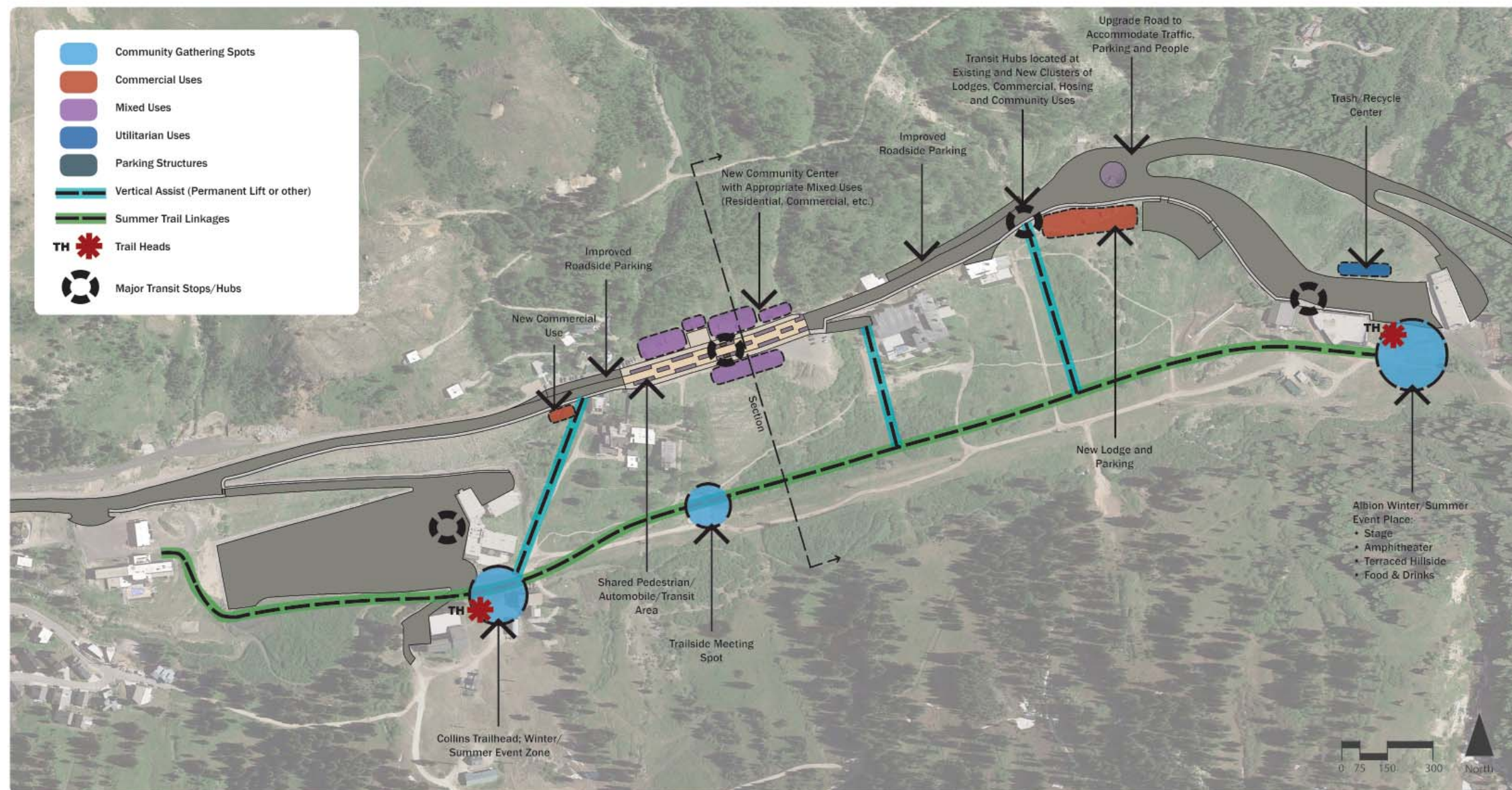


Alternative 2 - Connect the Dots

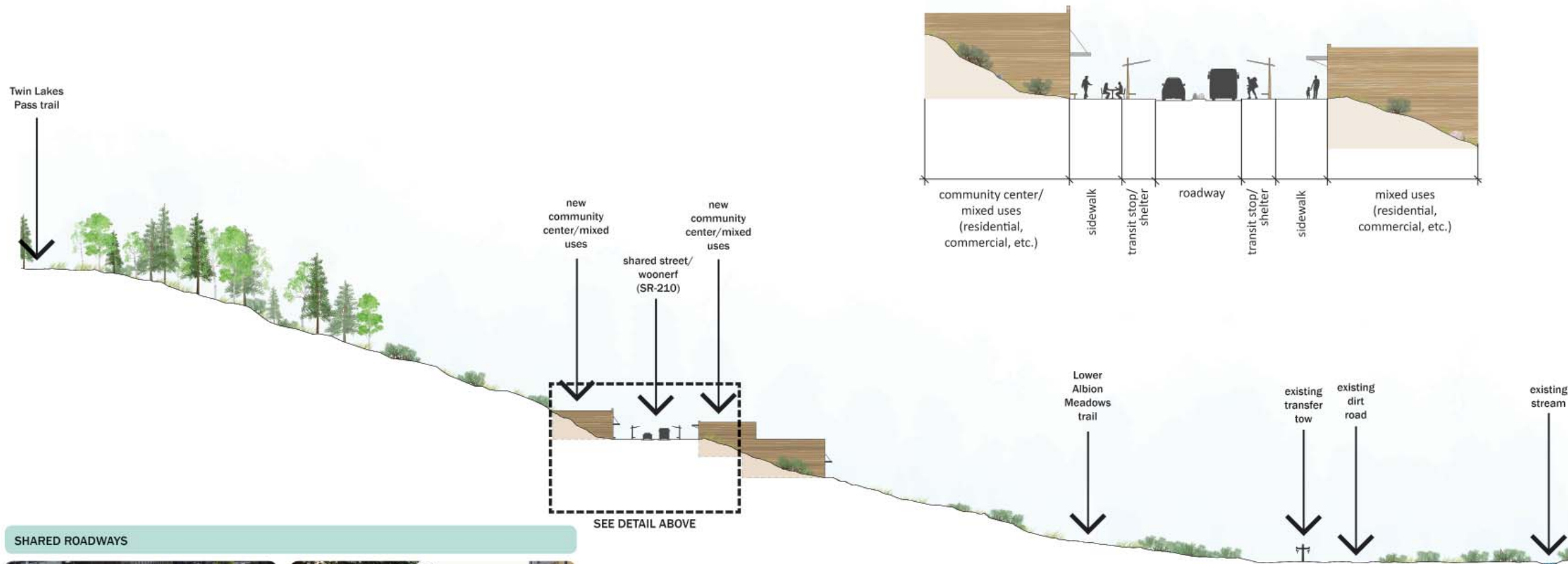
SR-210 is developed into a mixed-use “Main Street” between the municipal building complex and Snow Pine Lodge, linking existing uses and a new community center and “Alta-scaled” uses.

Key Changes

- SR-210 is pedestrianized between the municipal buildings complex and Snow Pine Lodge as part of a “Shared Street/Woonerf”, incorporating Transit Hubs near Alta Lodge and Rustler Lodge, and the enhancement/formalization of street-side parking
- Community Center developed as part of a mixed use project at the current identified site next to the Town of Alta Municipal Building complex
- Provision of après-ski, café, bakery, grocery/provisions and housing helps create a unique Main Street vibe that balances needs with the unique setting and place
- A new lodge/hotel east of Snow Pine Lodge
- Trash/recycling center developed at Albion base area near existing ski area maintenance building
- Winter/summer outdoor event areas with connecting trails are formalized at the Wildcat and Albion base areas
- Winter/summer connections between the highway/lobges and transfer tow area improved with one or more year-round lifts, stairways, improved and formalized trails, etc.
- Base parking lots improved and formalized over time to improve winter/summer needs and reduce visual impacts
- Albion parking lot linked directly with the summer road as part of a loop roadway



Alternative 2 - Connect the Dots



SHARED ROADWAYS



STREET-SIDE SEATING AREAS



SPECIAL PAVING - SHARED ROADWAY

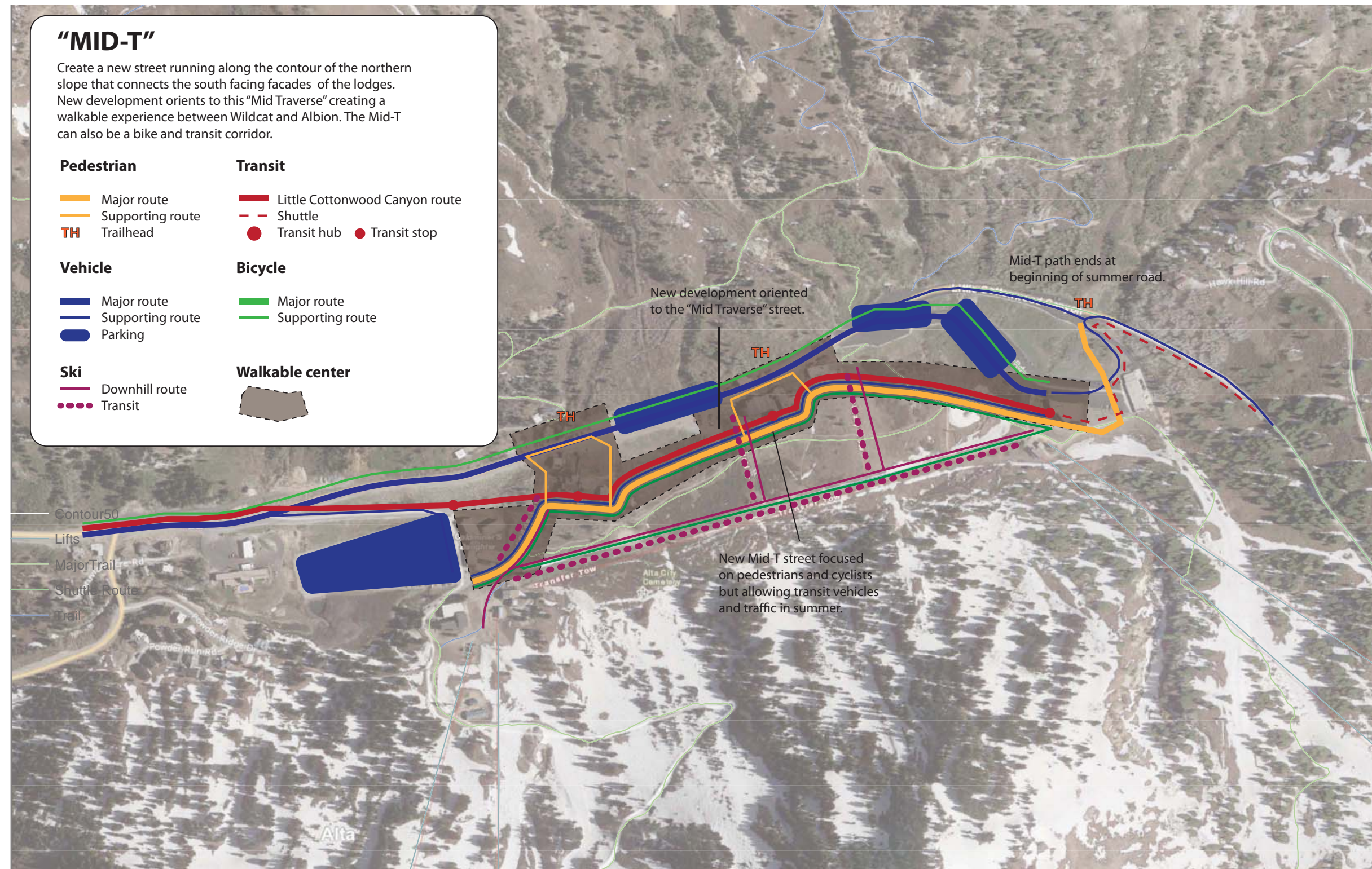


TRANSIT HUBS



ALTERNATIVE 3: MID-T

TRANSPORTATION CONCEPT

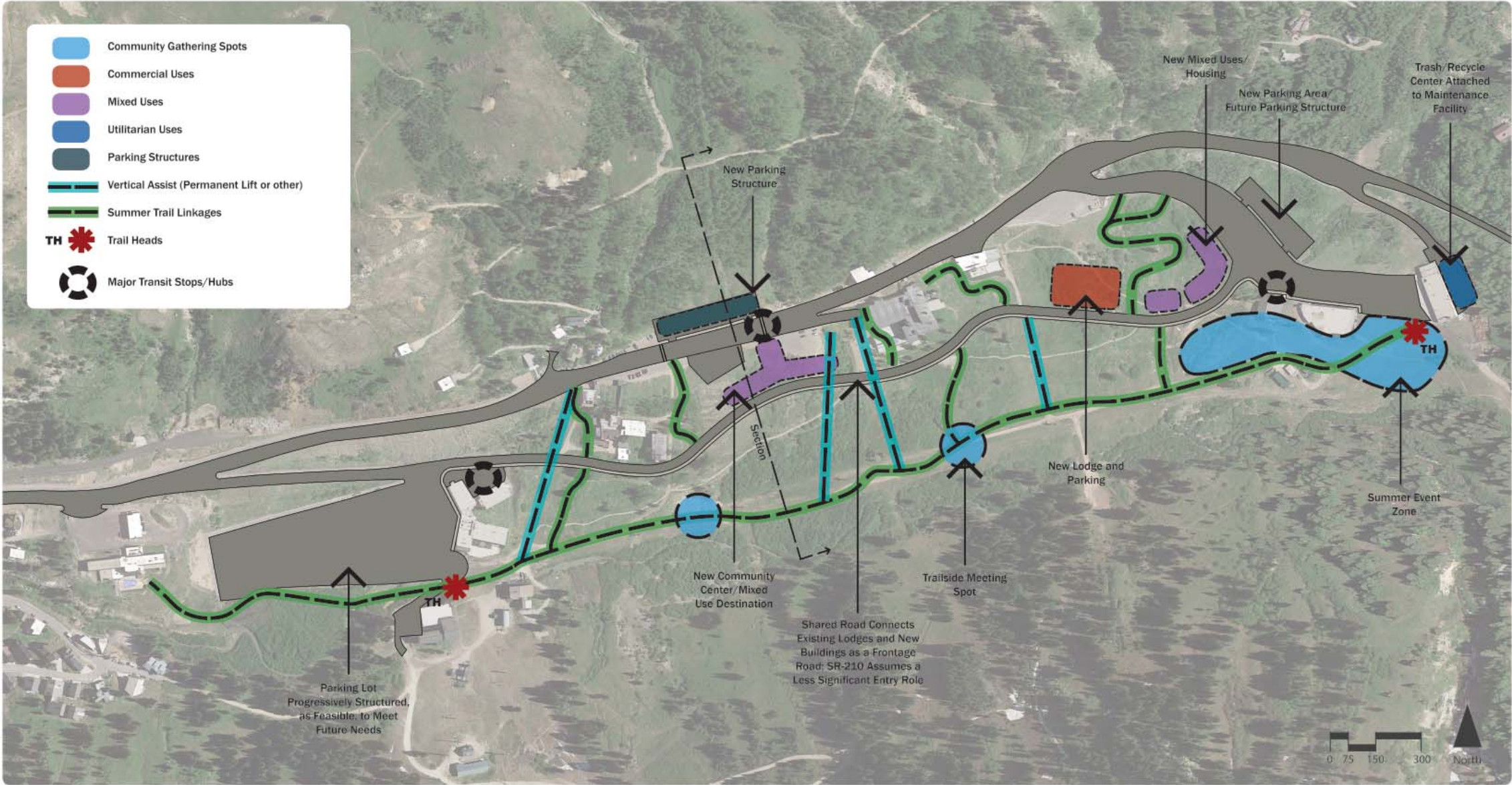


Alternative 3 - Mid-T

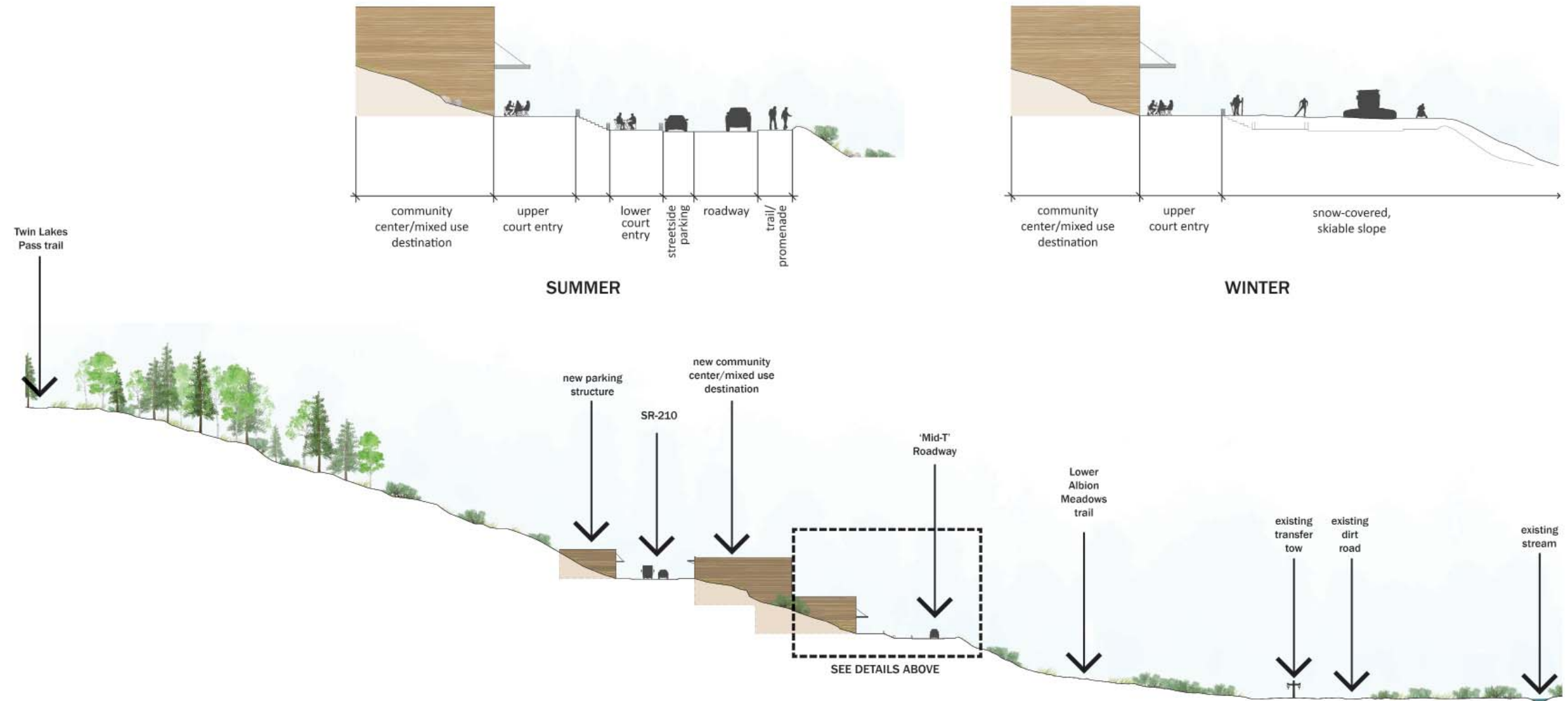
A new roadway is developed downslope and roughly parallel with SR-210, below the existing lodges. A Community Center, new lodge and small-scale mixed uses are located along this road, creating a new, small-sale “Main Street.” SR-210 is upgraded with parking improvements, including a parking lot or parking structure at the site currently earmarked for a community center (east of the Town of Alta Municipal Building complex).

Key Changes

- New small-scale roadway downslope from SR-210 becomes the Town of Alta “Main Street”
- SR-210 is enhanced with parking improvements to facilitate the new community center, exiting lodges and summer/winter users
- Community Center incorporates employee housing and limited services as part of a mixed-use facility
- Provision of après-ski, café, bakery, grocery/provisions and housing along the “Mid-T” Main Street helps create a unique Main Street vibe that balances needs with the unique setting and place
- A new lodge/hotel east of Snow Pine Lodge
- Small-scale employee housing and services near terminus of the Mid-T
- Trash/recycling center incorporated as part of ski area maintenance center at Albion base area
- Winter/summer outdoor event areas with connecting trails are formalized at the Wildcat and Albion base areas
- Winter/summer connections between the highway/lodges and transfer tow area improved with one or more year-round lifts, stairways, improved and formalized trails, etc.
- Base parking lots improved and formalized over time to improve winter/summer needs and reduce visual impacts
- Albion parking lot linked directly with the summer road as part of a loop roadway



Alternative 3 - Mid-T



SUMMER EVENT ZONE



SMALL-SCALE STRUCTURES/USES ALONG THE NEW ROADWAY

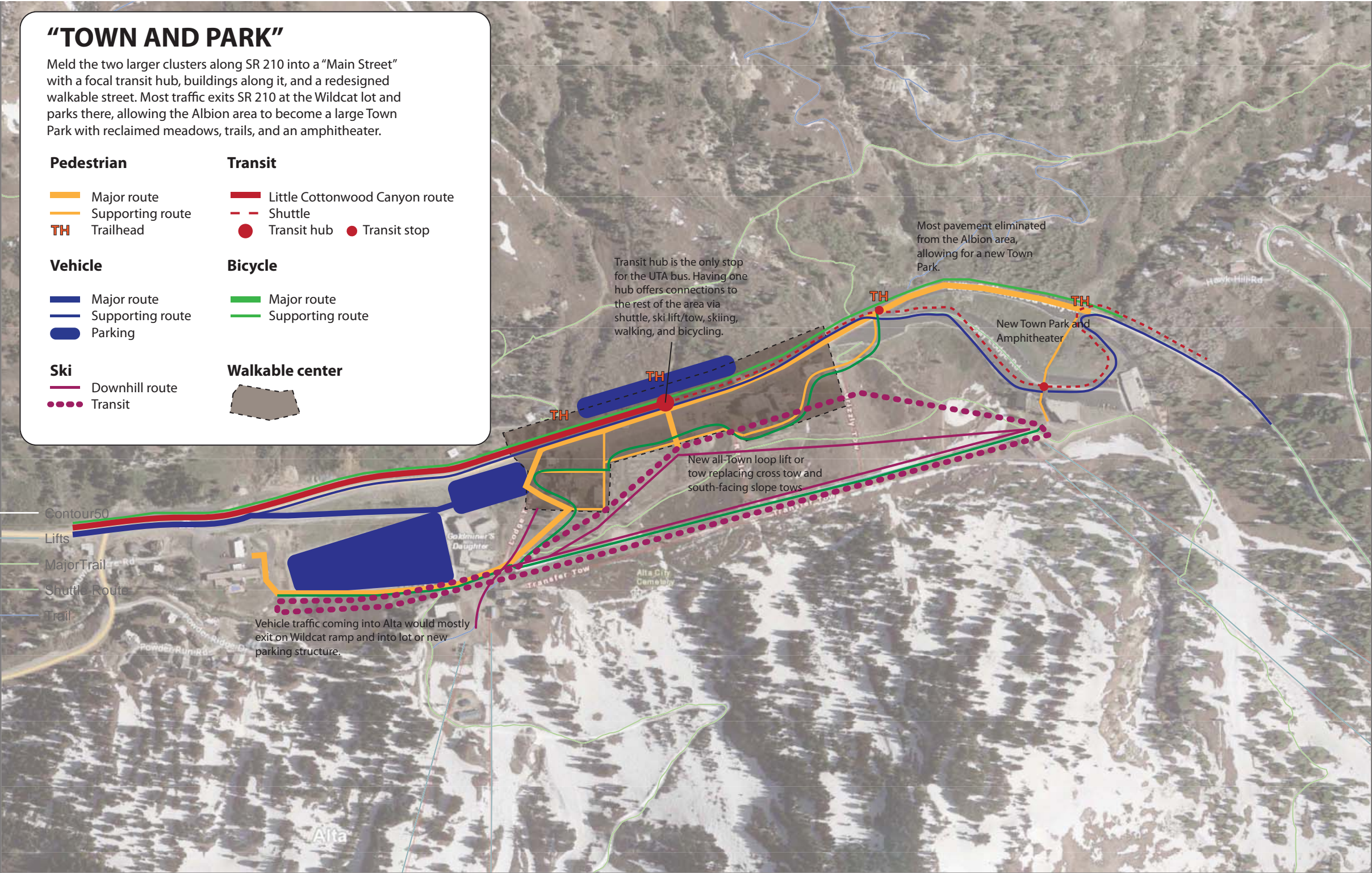


SMALL-SCALE ROADWAY



ALTERNATIVE 4: TOWN AND PARK

TRANSPORTATION CONCEPT

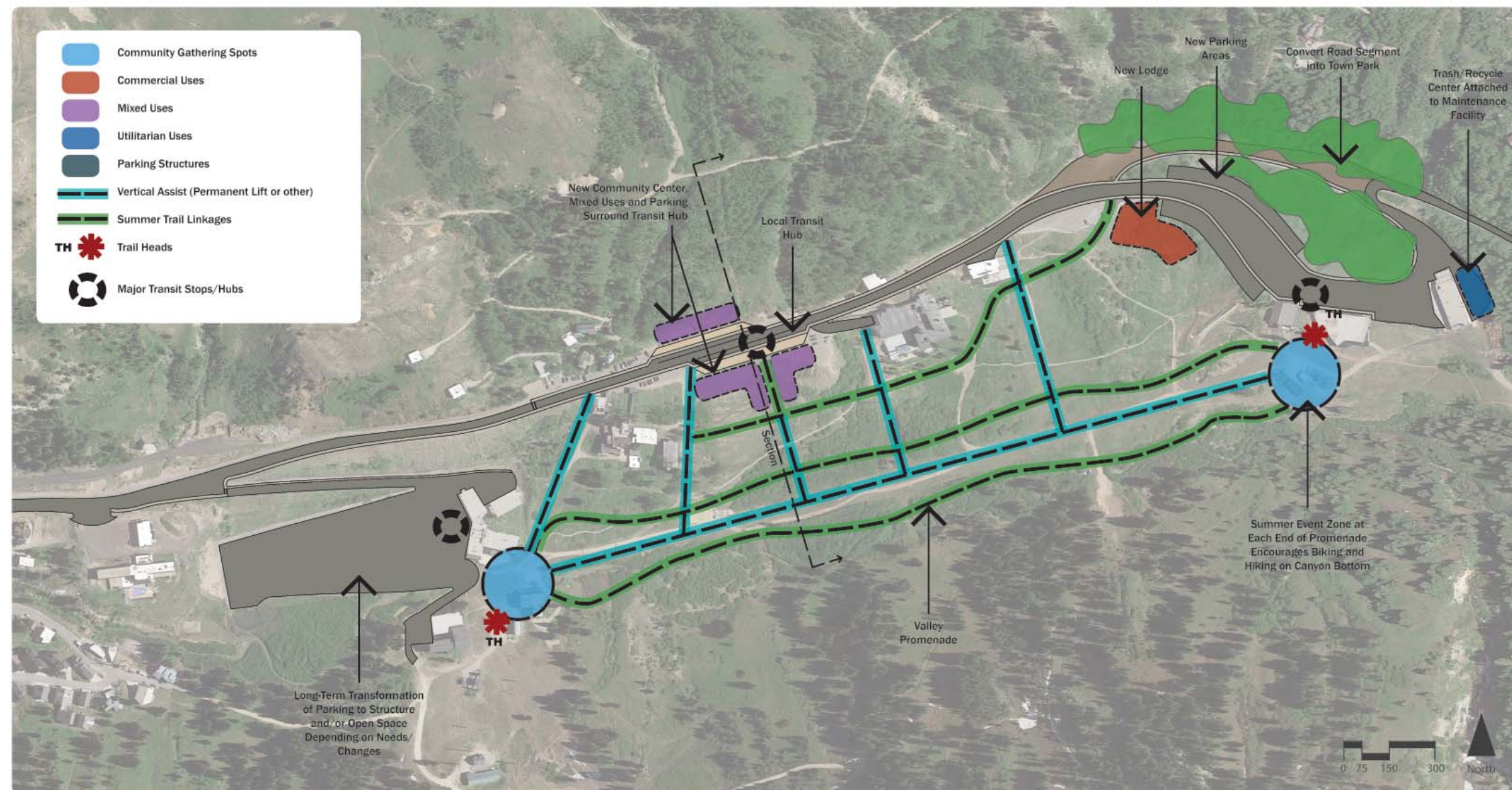


Alternative 4 - Town and Park

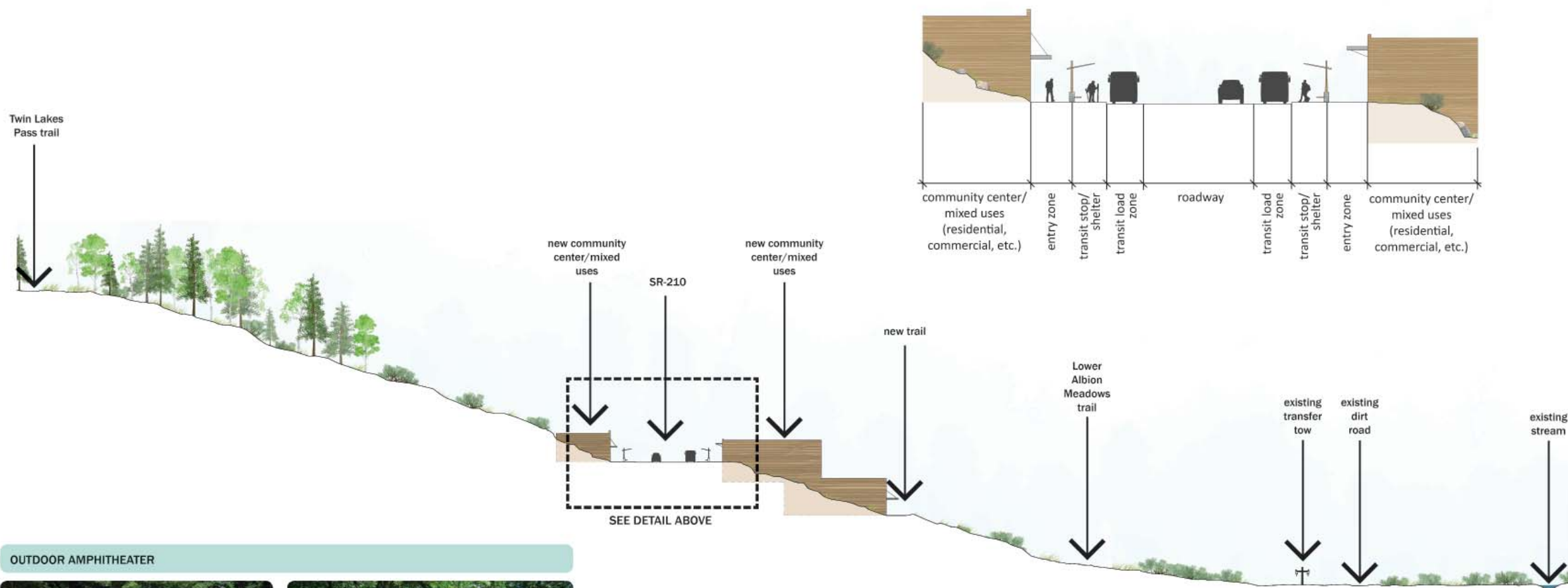
Unify the Municipal Offices/Alta Lodge area and the Rustler Lodge/Snow Pine Lodge area with a centrally-located transit hub, creating a walkable Main Street in the process. The transit hub allows transit riders to access the ski resort from a centralized location, with of vehicular drivers continuing to use the parking two base parking lots. Anticipated reductions in parking at the Albion parking lot allow the highway to be converted into a town park east of the Day Lodge Road intersection, with summer road access provided directly from the Albion parking lot.

Key Changes

- Centrally-located Transit Center on SR-210 between Alta Lodge and Rustler Lodge
- Community Center capable of accommodating large events and incorporating a mix of employee housing, small scale retail services, and après-ski is developed as part of the Transit Hub
- SR-210 becomes a pedestrian-friendly Main Street between Alta Lodge and Rustler Lodge areas
- Conversion of SR-210 between the Day Lodge Road Intersections and the summer road into a naturalistic City Park
- New lodge/hotel east of Snow Pine Lodge
- Trash/recycling center incorporated as part of ski area maintenance center at Albion base area
- Winter/summer outdoor event areas with connecting trails are formalized at the Wildcat and Albion base areas
- Winter/summer connections between the highway/lodges and transfer tow area essential for the transit hub to function in this option
- Formalized trail connections along slopes below existing lodges
- Base parking lots improved and formalized over time to improve winter/summer needs and reduce visual impacts
- Albion parking lot linked directly with the summer road as part of a loop roadway



Alternative 4 - Town and Park



OUTDOOR AMPHITHEATER



NATURE PLAY



OUTDOOR EVENT AREAS

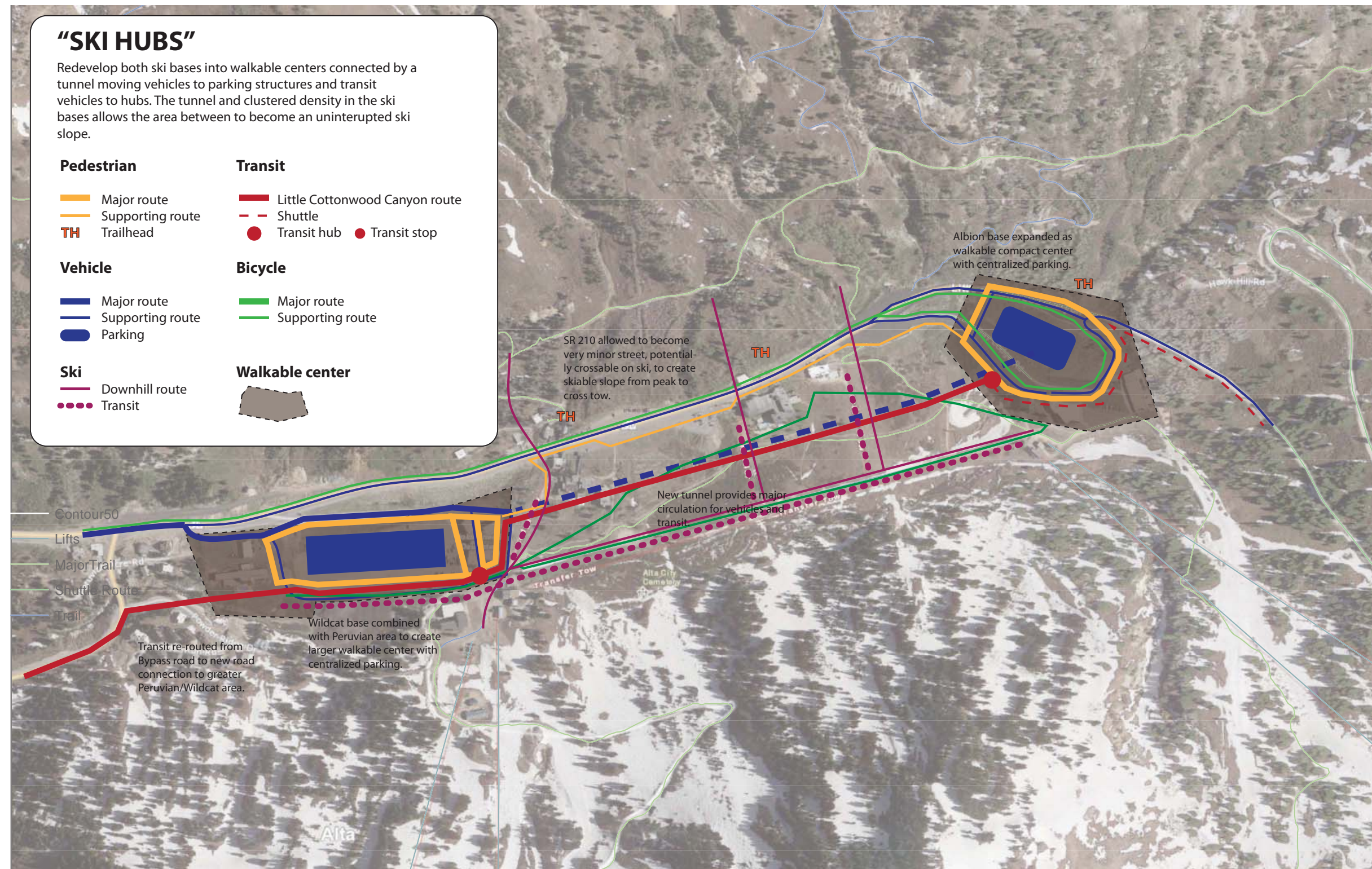


NATURE PARK NOOKS



ALTERNATIVE 5: SKI HUBS

TRANSPORTATION CONCEPT

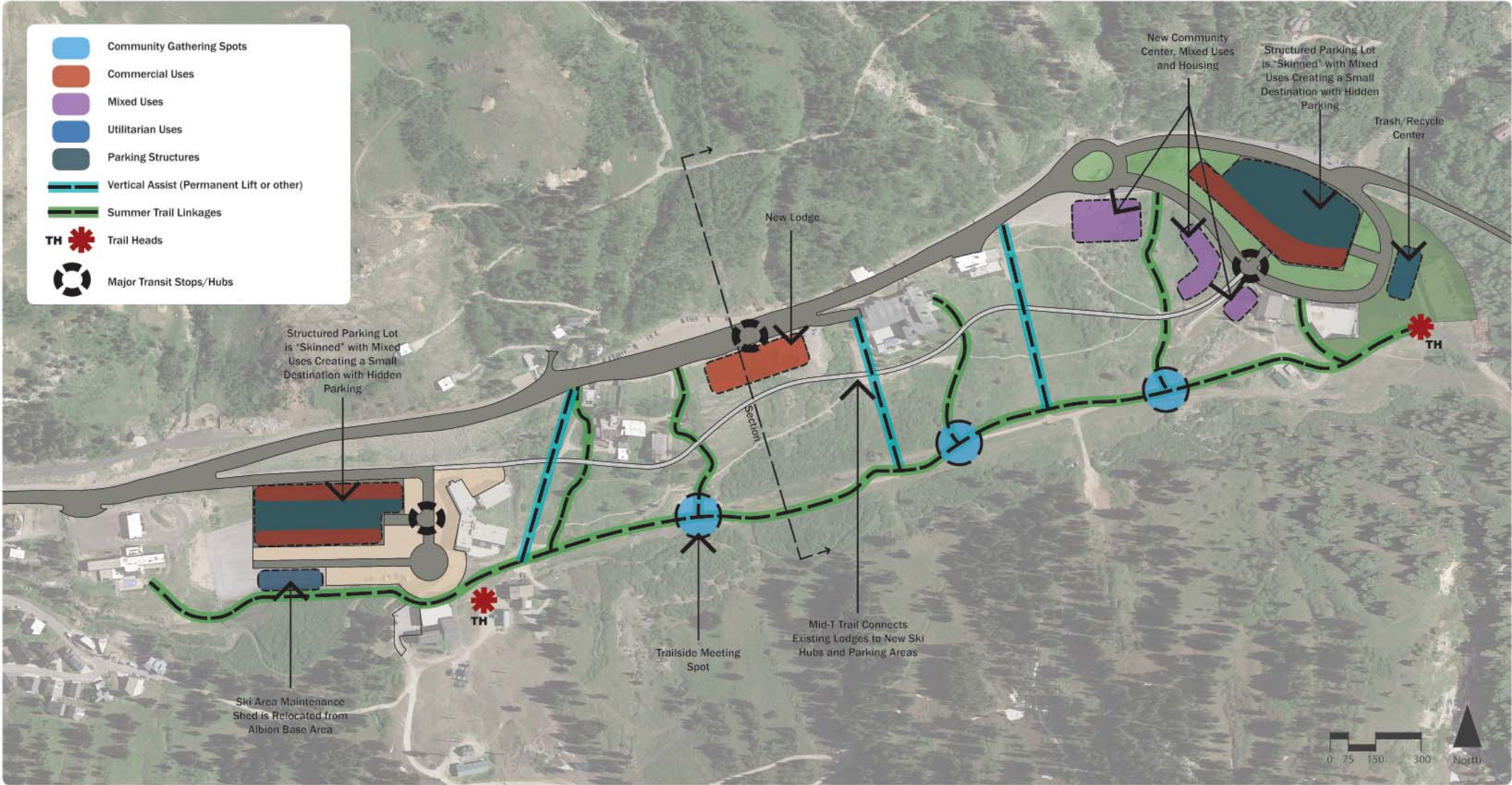


Alternative 5 - Ski Hubs

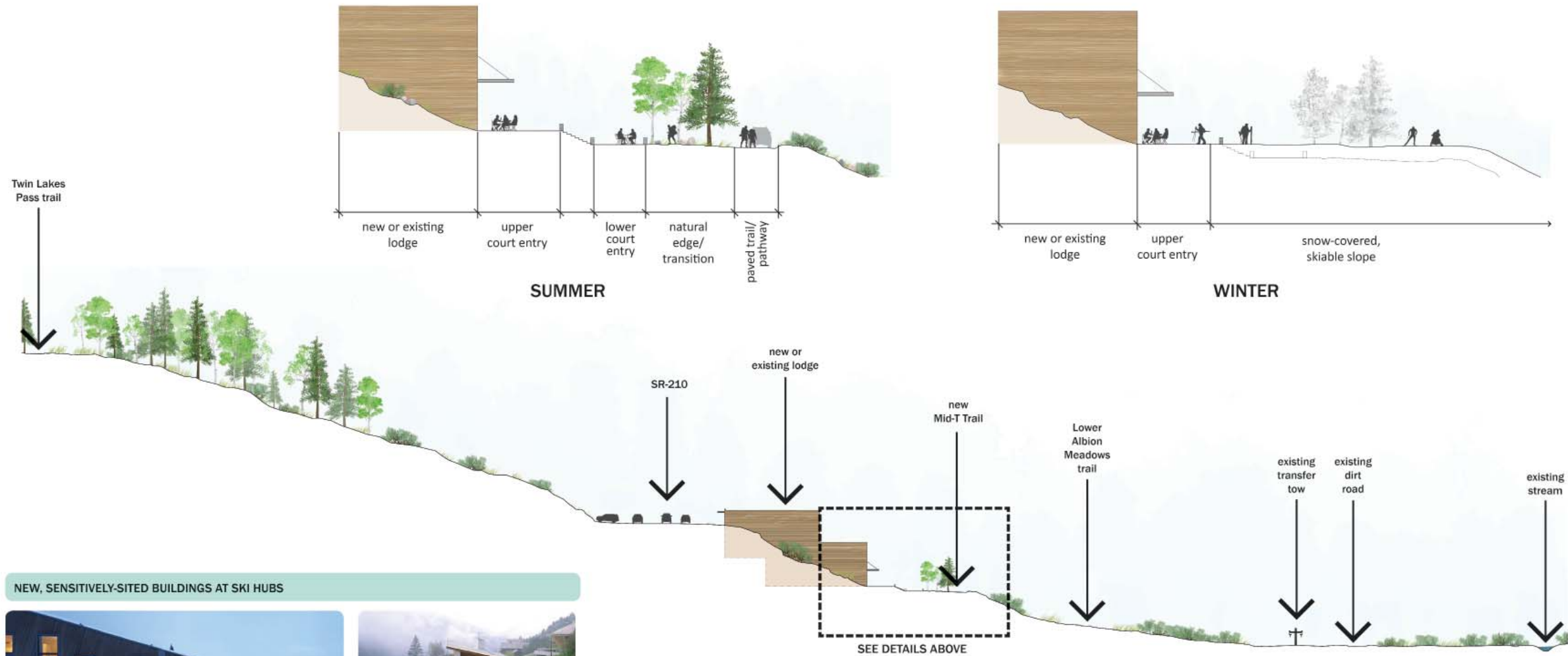
Develop the Wildcat and Albion Base areas into walkable centers, linked by SR-210 with formalized parking and pedestrian enhancements. The centers are developed as small villages, incorporating structured parking, small-scale services, restaurants, cafes and similar uses. A new hotel/lodge is located along SR-210 between the Alta Lodge and Rustler Lodge.

Key Changes

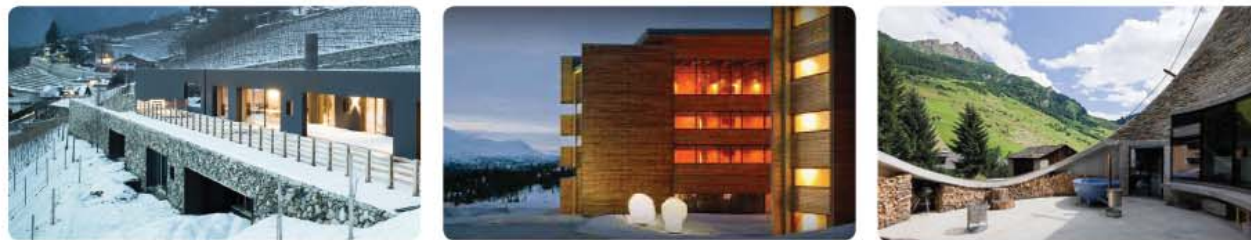
- Creation of both parking areas into walkable mixed-use centers, incorporating a community center, employee housing and services and concentrated parking
- SR-210 improved with parking enhancements and pedestrian improvements, linking lodges with the new centers
- New lodge/hotel located between Alta Lodge and Snow Pine Lodge
- Mid-T Trail developed down slope from lodges, providing a winter/summer link to the lodges, and allowing limited vehicular access to access for services and ADA access
- Formalized trail connections along slopes below existing lodges
- Ski area maintenance center moved from Albion base to Wildcat base
- Winter/summer outdoor event areas with connecting trails are formalized at the Wildcat and Albion base areas
- Winter/summer connections between the highway/lodges and transfer tow area essential for the transit hub to function in this option
- Base parking lots improved and formalized over time to improve winter/summer needs and reduce visual impacts
- Alta Peruvian Lodge is directly linked with Wildcat base as part of trail and pedestrian linkages
- Albion parking lot linked directly with the summer road as part of a loop roadway



Alternative 5 - Ski Hubs



NEW, SENSITIVELY-SITED BUILDINGS AT SKI HUBS



MID-T TRAIL AND FORMALIZED TRAIL CONNECTIONS



D ARCHITECTURAL CONCEPTS

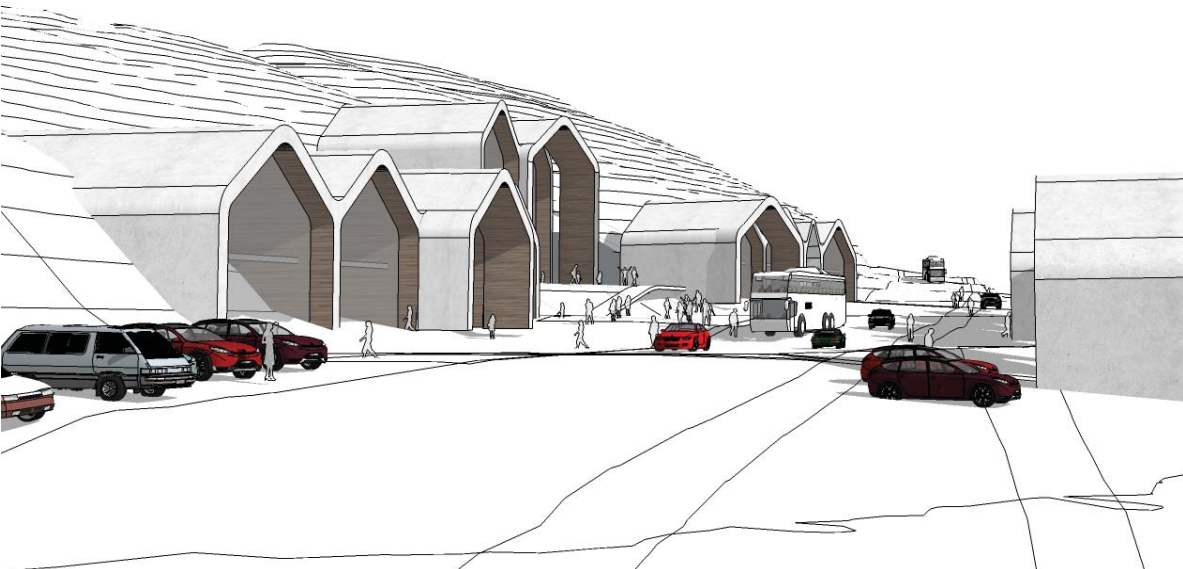
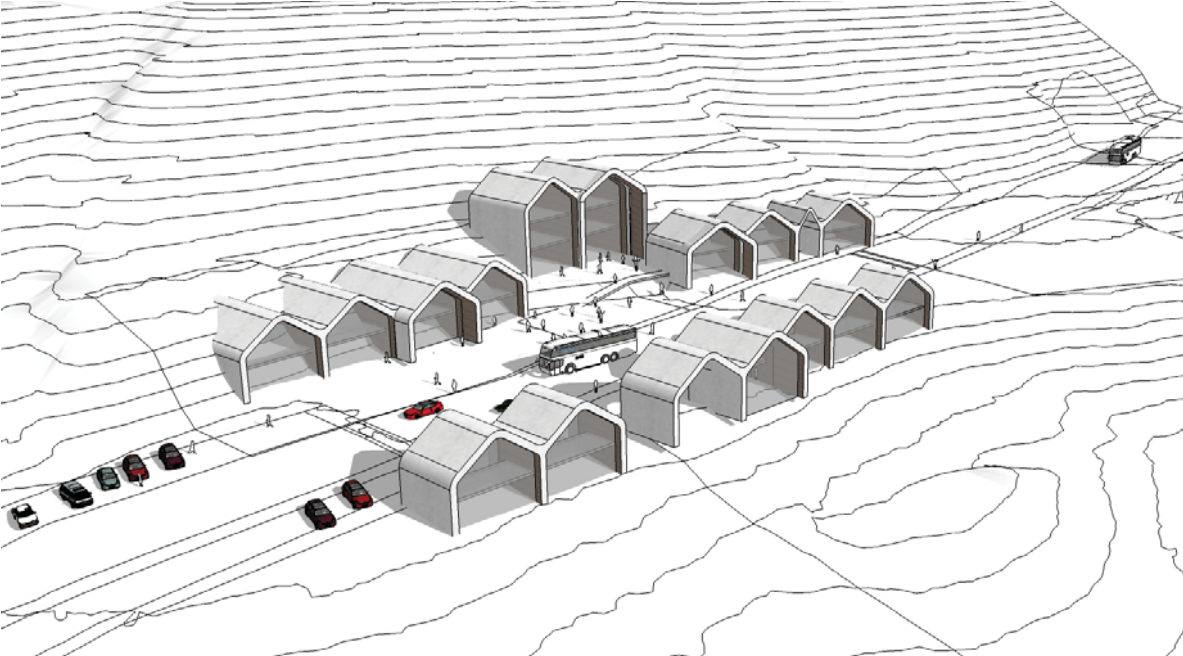
The following sketches and images are intended to help illustrate how facilities in the Commercial Core could be designed in the future. These renderings are purposefully distinct and expressive; they are meant to illustrate different forms and massing ideas, and elicit discussion of appearance and function of future facilities in the Commercial Core. It is not expected that the Town will decide to pursue any of these designs directly.

TOWN CENTER - ARCHITECTURAL CONCEPT 1



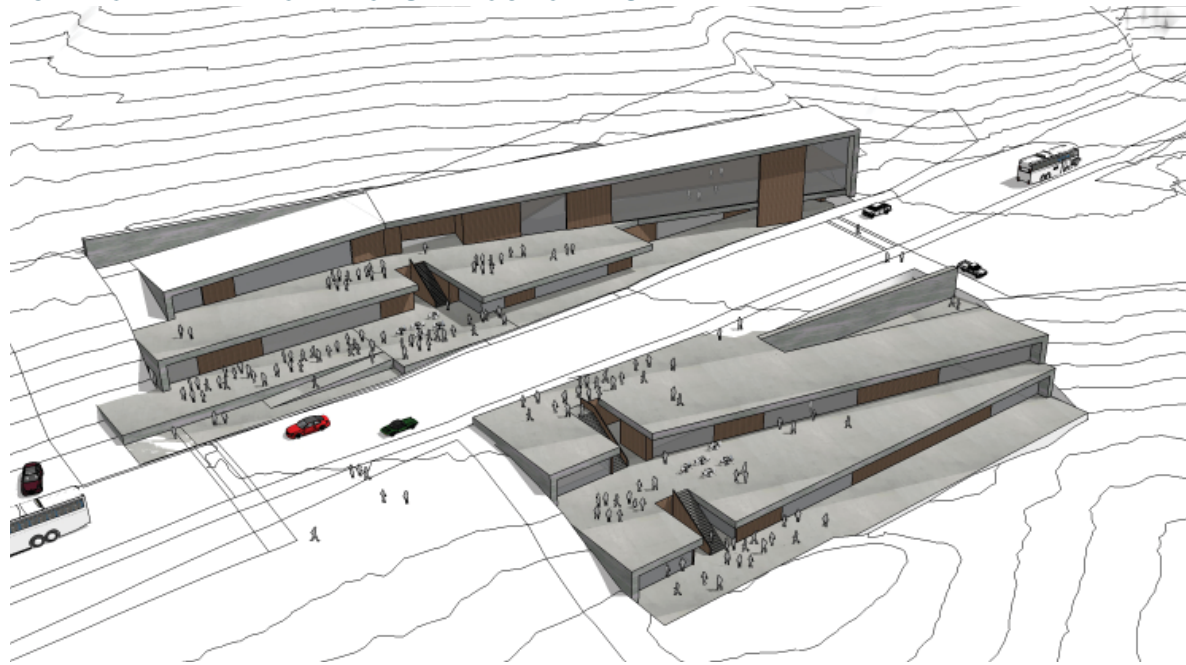
These Concepts were developed by the project team later in the project, and the decision to elevate *Town Center - Architectural Concept 4* and *Transit Center - Architectural Concept 1* into detailed renderings was made by Town of Alta staff.

TOWN CENTER - ARCHITECTURAL CONCEPT 2

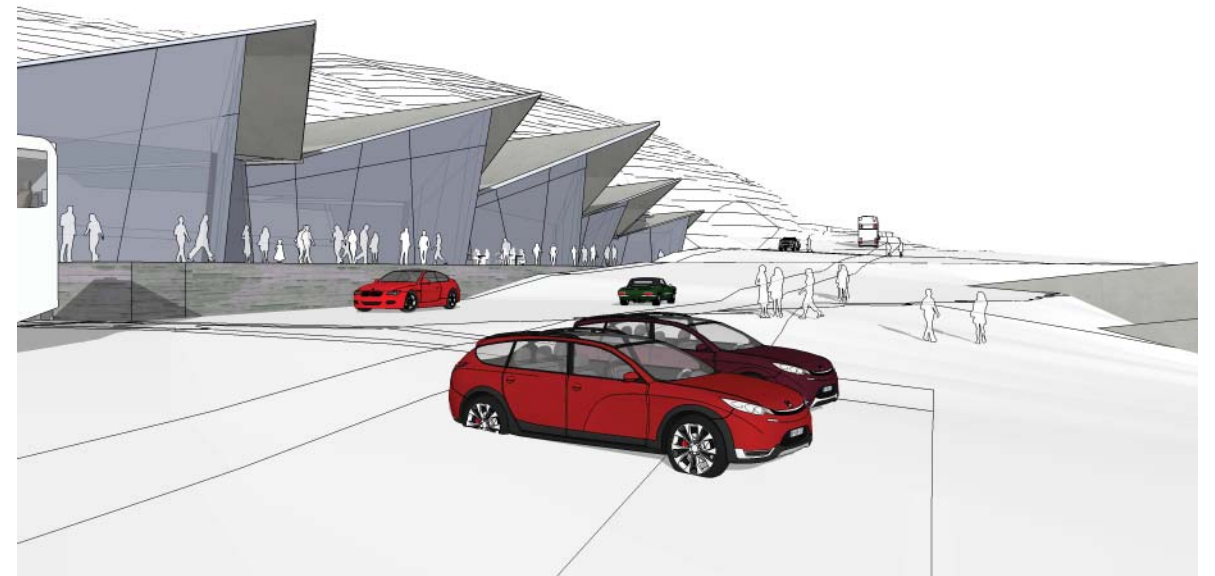
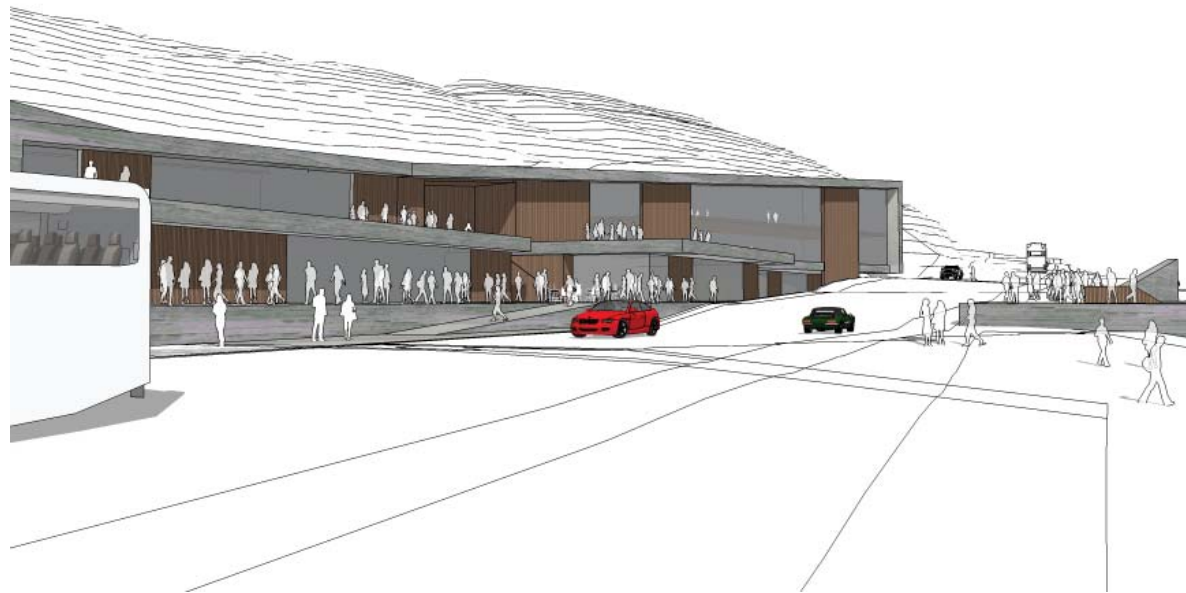
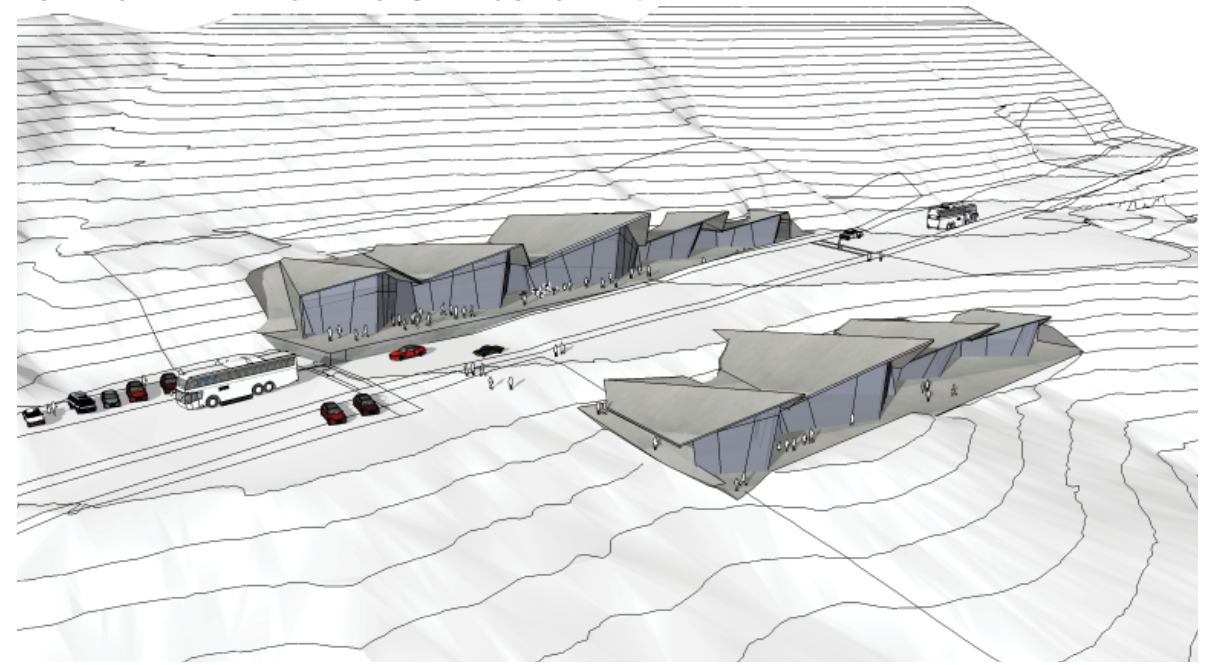


2 THE COMMERCIAL CORE PLAN

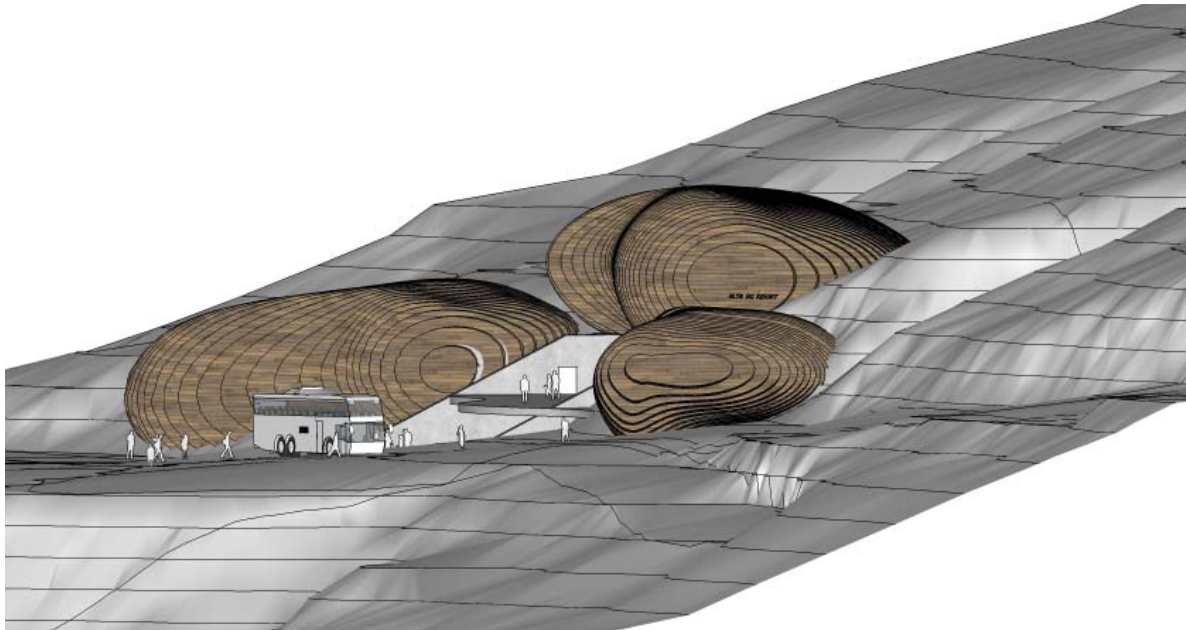
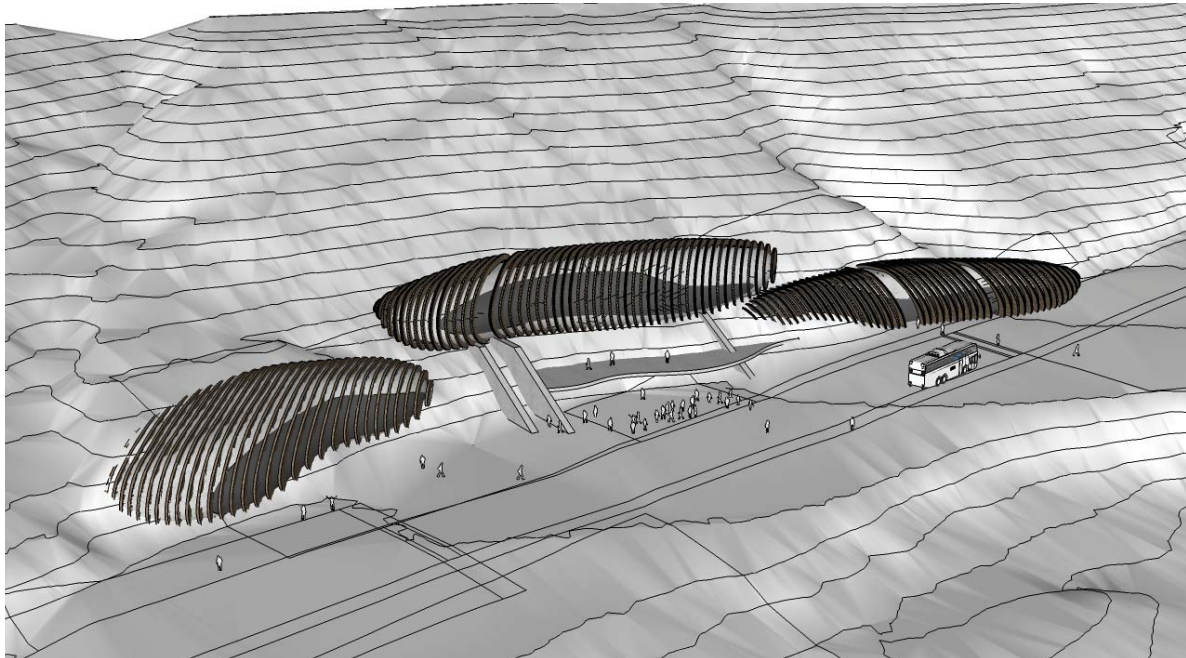
TOWN CENTER - ARCHITECTURAL CONCEPT 3



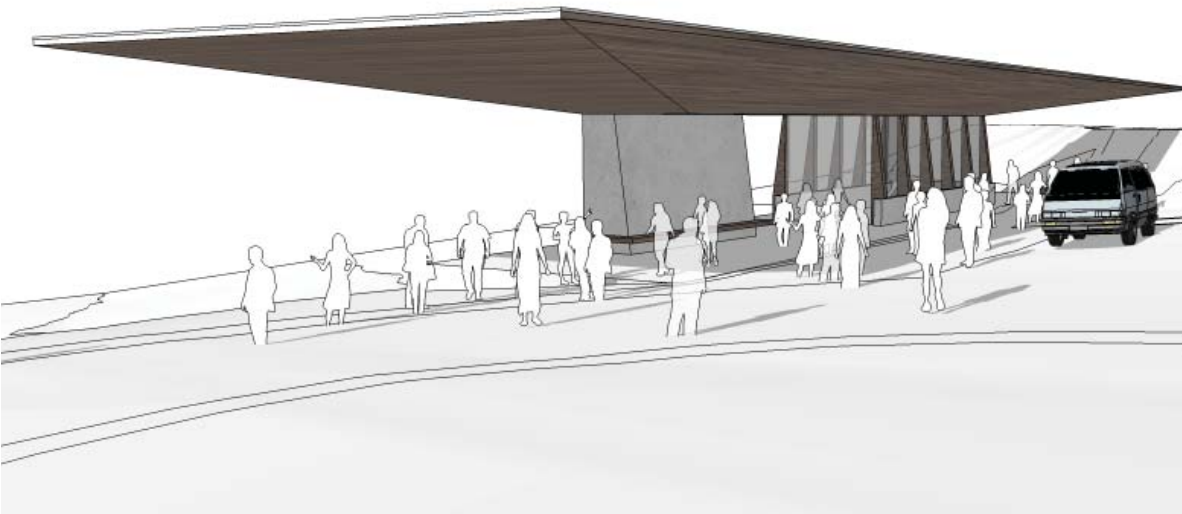
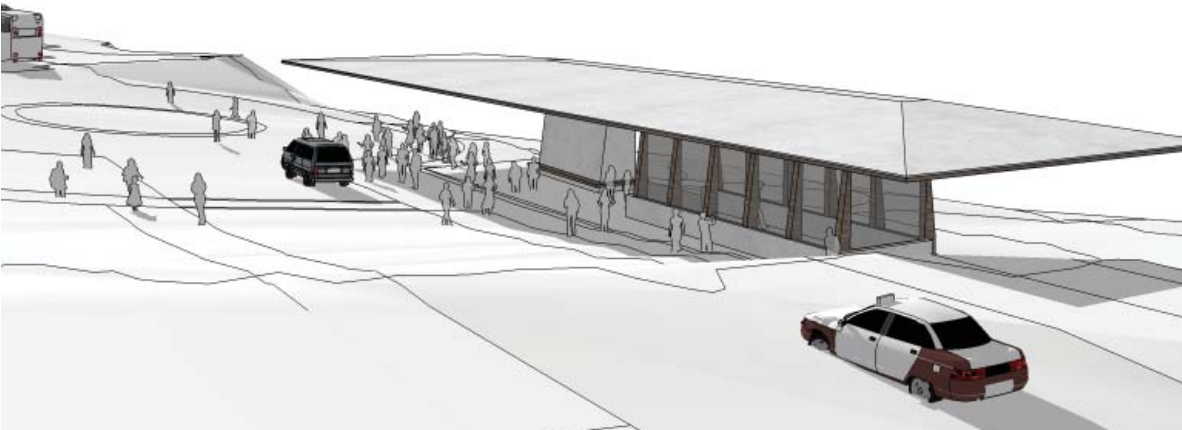
TOWN CENTER - ARCHITECTURAL CONCEPT 4



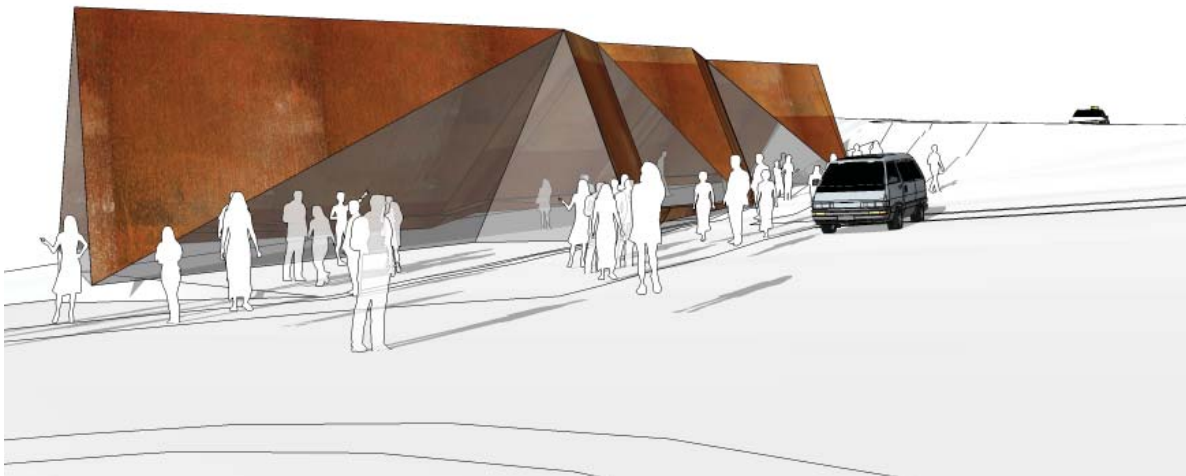
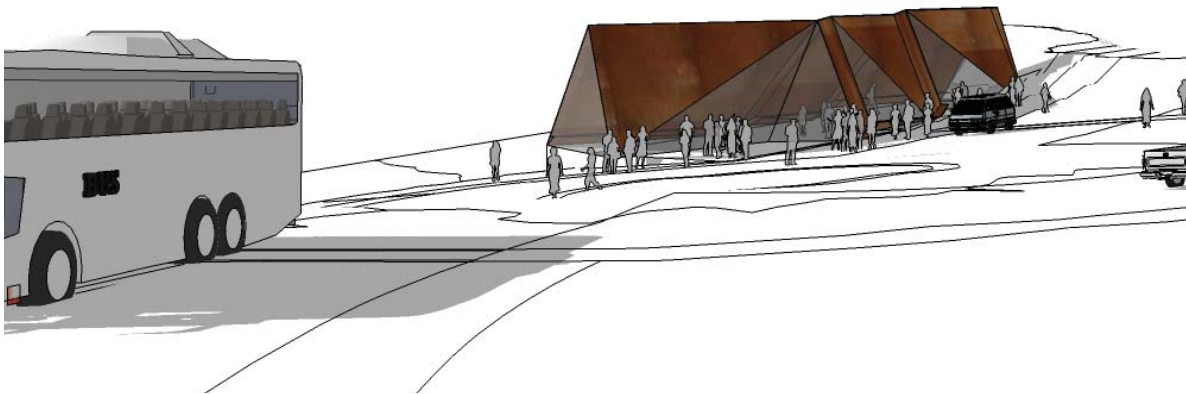
TOWN CENTER - ARCHITECTURAL CONCEPT 5



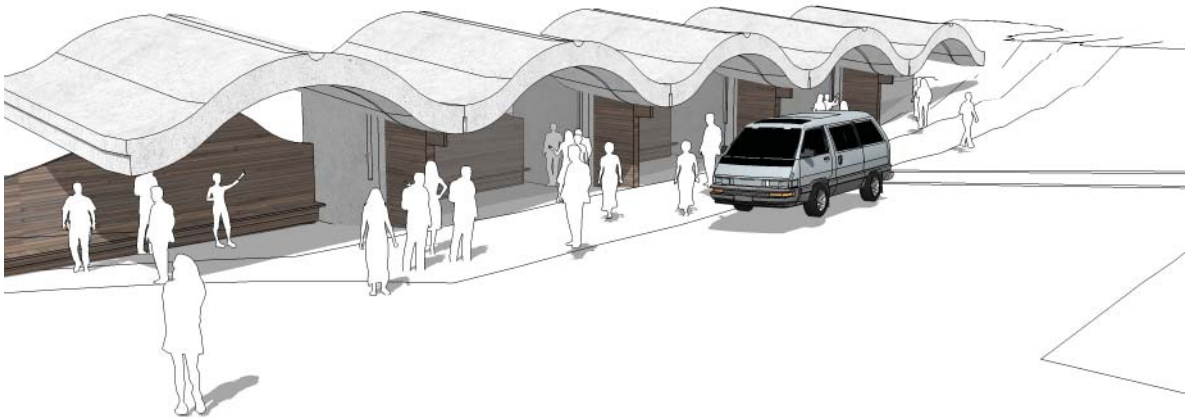
TRANSIT CENTER - ARCHITECTURAL CONCEPT 1



TRANSIT CENTER - ARCHITECTURAL CONCEPT 2

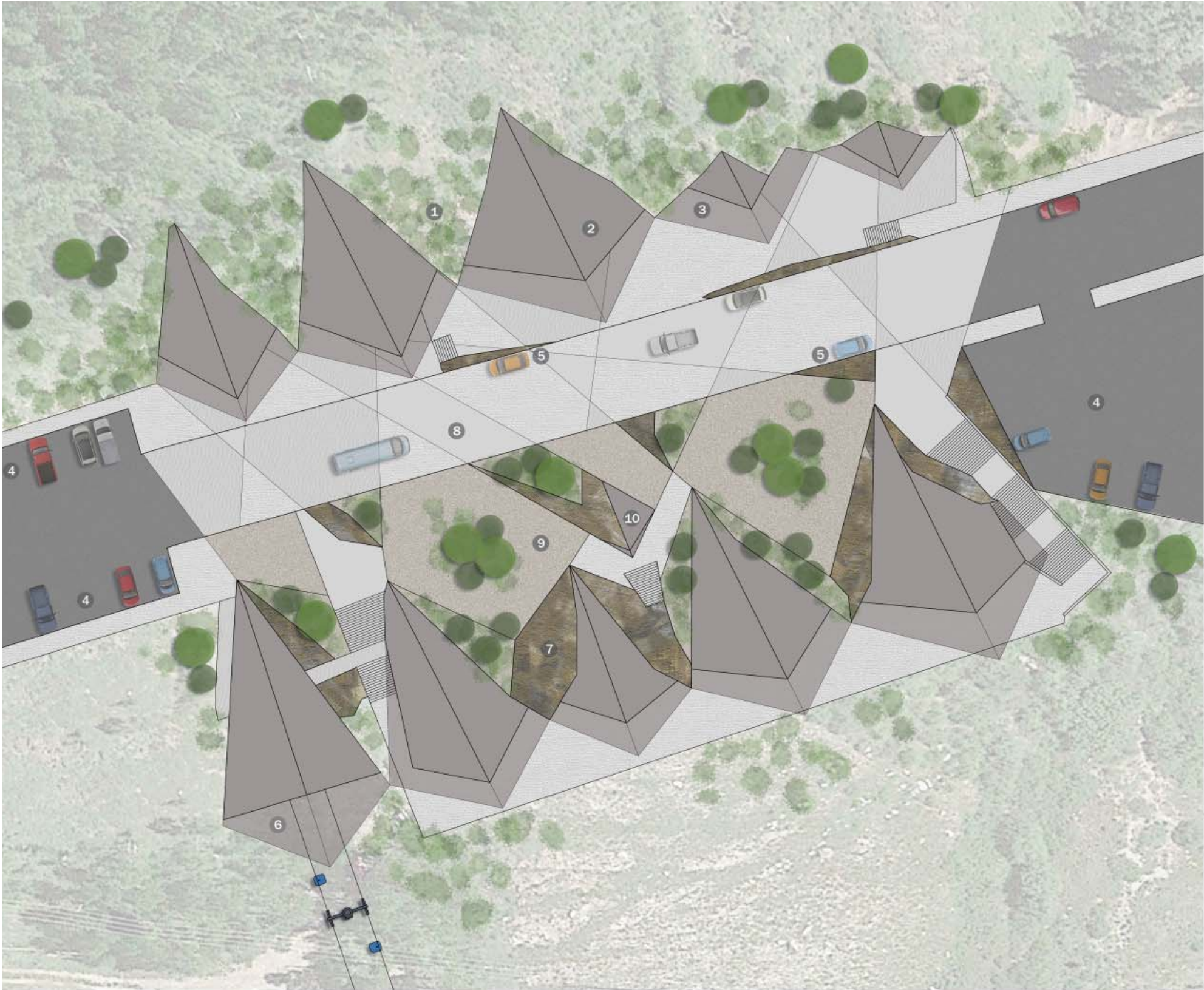


TRANSIT CENTER - ARCHITECTURAL CONCEPT 3



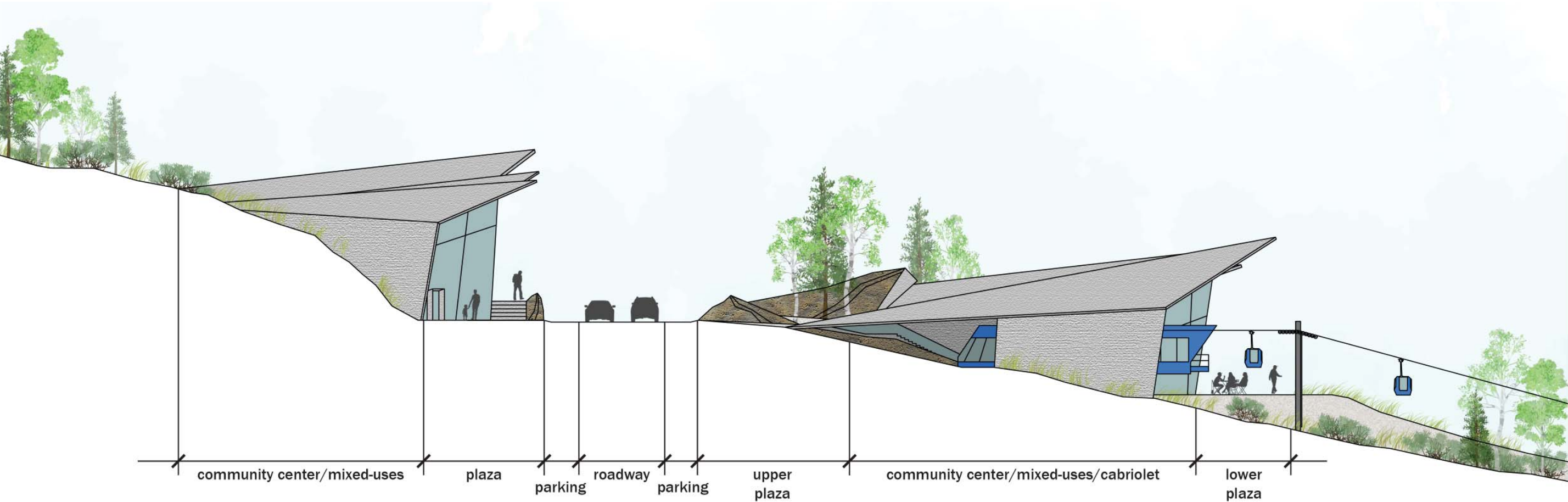
In order to clarify the Commercial Core, detailed designs for a town center concept and a transit center concept were investigated, as follow:

TOWN CENTER ARCHITECTURAL CONCEPT 4 - PLAN VIEW



- 1 planted rooftops
- 2 concrete gable
- 3 roof overhang
- 4 parking
- 5 parallel parking along roadway
- 6 cabriolet
- 7 stone outcrops throughout plaza
- 8 textured/colored concrete
- 9 crushed stone plaza
- 10 elevator entrance

TOWN CENTER ARCHITECTURAL CONCEPT 4 - SECTION VIEW



TOWN CENTER IMAGES





Looking Down Canyon at Town Center Architectural Concept 4



Looking Up Canyon at Town Center Architectural Concept 4



Town Center Architectural Concept 4 in Winter - Elevation Above Tow



Transit Center Architectural Concept 1 - At Albion Base, Looking Toward Albion Ski Facilities Buildings