

**TOWN OF ALTA COMMERCIAL CORE PLAN
ADVISORY COMMITTEE MEETING #4
OUR LADY OF THE SNOWS**

April 20, 2016

IN ATTENDANCE:

John Byrne

Adrienne Ruderman

Jen Clancy

Francine Wirtz

Marcus Dippo

Onno Wieringa

Rob Voye

Chris Cawley, Town of Alta

Joan Degiorgio

Mark Vlastic, Landmark Design

Scot Briggs

Scott Krumm, Landmark Design

MEETING NOTES

Mark Vlastic provided a summary of the process used to develop the Preferred Alternative. This included an analysis of the Public Comments that were provided, the scoring of the Alternatives against the Guiding Principles (Martrix Analysis), and assessment of transportation ideas which were developed as a first step toward the creation of the preferred plan.

It was noted that Alternatives 1 and 5 fell out as part of the matrix analysis, and that the other three alternatives scored very closely.

Alternative 2 was generally well- liked, although there was some skepticism about the shared street/woonerf idea.

Some felt Alternative 3 (Mid-T) provided the best long-term transportation solution, while others felt it had too many negatives to be viable (disruption of ski-in/ski-out; location on private land, potential scarring of the hillside, etc.)

There was some ho liked Alternative 4 and in particular the conversion of the east end of the highway into the park, while others felt the park was superfluous and would be very difficult to achieve. Others felt that moving the maintenance shed was difficult.

A full accounting of the analysis of comments, the Matrix Analysis, the Preferred Transportation Concept (2 sheets) and the Preferred Alternative are included at the end of these notes and available for download on the project web page.

Kickoff Comments:

- Will the Community Center will have parking for 300 people? Where will the people park for events? Winter parking is bumper to bumper. In the summer it can feel full but it's not as full as the winter months.

- What are the effective tools for designating parking areas? Curb and gutter, different paving, etc.

Comments from the special Planning Commission Meeting held on Monday, April 18th)

Joan presented a summary of key ideas. In general, she noted that the meeting went well, and the Planning Commission has some clear ideas on what makes good sense. The following are some of the key ideas:

- Concerning the summer use on the eastern end, it is critical to determine how do we make it attractive if the maintenance building is not moved (it was assumed that the building would be difficult to move due to costs, etc.). In other words, how to deal with summer traffic is critical, which would be well-served by introducing the loop without moving the maintenance shed.
- Alt. 4 leaves the existing natural land and limits access to the use of shuttles, which is a positive feature.
- Village idea from Alt. 5 is worth keeping, although not including the community center. It was felt the community center and similar uses should be located along the main road between town Alta and Rustler Lodges, and that Albion parking area will become a different type of end destination.
- Like the idea of the funicular, although it should lead to the community center instead of Alta Lodge.
- Trash and recycling should be moved to the west end of town.

Committee Member Comments

- The Albion Grill is architecturally fit for a 3rd level.
- The new lodge near Albion could happen in the future (long term plan), but does not make sense right now.
- De-emphasize the Mid-T in the preferred alternative or remove it altogether (idea could remain in plan as appendix.)
- We should enhance what Alta already is (Alt. 2). This is what we can hope for. Key issue is which side of the road development is located on. Probably a bit of both, although north side locations will be difficult and a bit dead without a bar or some other type of regular destination
- Tiburon example – the road was a barrier and no one crossed it to the newly enhanced part of town. How do we generate flow to the other side of the street? A pub or bar could solve that problem.
- The ideal short term plan is Alt. 2., although the shared street aspect should be revisited and toned down.
- In Alta, most people are on skis during the winter – ski traffic is much different than foot traffic.
- There are not enough people to accommodate 2 community centers.
- We need to define what happens at the community centers. Mark suggested that we need to explore whether the community center is a single large building, or whether aspects could be developed as part of smaller structures all clustered in proximity to one another.
- Would the community center bring more traffic to Alta than we already have? If so, parking is extremely important.

- What about walkability? Does everyone need to park right next to the community center, or could it have a drop-off with people using improved parking lots along the highway for parking? There should be a concern for design – correct architecture of the mountain setting.
- If the Mid-T is plowed through the winter, it will cut access from road to rope tow.
- Pragmatic Solution – eliminate and downplay the Mid-T, discuss it and other ideas such as a train as long-term transportation solutions to be considered in the long-term.
- New lodge – doesn't need to be illustrated at all, as there is more than enough capacity at the existing lodges to infill/densify and increase the number of lodges available to meet demand.
- Buses on the Mid-T is not realistic and would be impactful on lodges/businesses. However, it was noted that only the Mid-T provides a realistic transportation solution.
- The preferred alternative should have less cars, more transit.
- How do we move people up here?
- The plan requires focusing on what is happening in Alta, not what happens down the canyon.
- If transit is easy, skiers will use it. This will require lockers, better bathrooms, and even then families are never likely to use transit due to all of the equipment, etc. they need to haul with them.
- Concerning the Mid-T, we have enough pavement in town already, don't tear up more land than we need to; When people use transit to get to Alta, we can tear up half the pavement that we already have.
- Summer capacity will be dictated by impact to watershed; road size, amount of parking dictates capacity in winter.
- We need mass transit alternatives or the ability for more people to stay here overnight (lodging). Mid-T might fix movement within Alta, but does not fix the problem with the canyon traffic.
- On the north side of the road, there are 3-5 acres that are part of the land trade which would be provided to the town for addressing most of their needs.
- Prices in Alta are too high for people to stay here, we can't compete with Snowbird.
- Albion parking lot is going to be where the action is, especially once the community center goes in. Focus on Albion, not on the town center.
- The activity should be balanced, not dominating on one side of town. Alternative 2 achieves this best.
- Where is the hub going to be of best service? Albion in the summer, could be year round destination.
- BRT and other potential forms of transit should have one stop. A shuttle could then move people around town. The obvious choice is Albion, as illustrated in the Preferred Alternative. Albion is also a better welcome zone.
- The loop should not go through the maintenance building. It should be moved to the southwest, just east and downslope of the Snowpine Lodge toward Albion parking lot. This alternative loop road doesn't come with the impact that the Mid-T does. (This idea had nearly positive response from entire group.)
- One member of the committed wondered whether the scope of the ideas suggested exceed the scope of the grant, which is to create a reasonable vision. If so, the focus of the Preferred Alternative should be a variation of Alternative 2, with discussion of the long-term

transit/transportation/land use solutions addressed as “big idea” add-onto be developed as a second phase to the project.

Conclusion/Summary

The Landmark Design Team will meet with Chris to refine the Preferred Alternative to better address long-term/short-term needs. This will include a review of “Onno’s Loop” and similar ideas. The revised alternative will be emailed to committee members when ready for further on-line input.

Schedule/Draft Plan

As soon as the Preferred Alternative has been revised, the consultant team will begin to flesh out a Draft Plan, possibly utilizing the Guiding Principles as an organizational outline for the plan. Since many residents and employees will be leaving, there is some concern that interest may wane. Mark indicates that a draft plan may be available for review in June, although input from the team architects is pending based on the finalization of the Preferred Concept.