

TOWN OF ALTA COMMERCIAL CORE PLAN SUMMARY OF ALL COMMENTS RECEIVED BETWEEN PUBLIC WORKSHOP (April 7, 2016) AND SUBMISSION DEADLINE (April 14, 2016)

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.
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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.

DETAIL COMMENTS BY CATEGORY

General Comments

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. **(AC)**

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. **(AC)**

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. **(AC)**

Along the same lines - makes sense, maybe not to the ski area, to move their maintenance area to the west side. **(AC)**

Mixed use/housing is a must. **(AC)**

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). **(AC)**

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- 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. **(AC)**

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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 its 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 its 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.

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?

Overall Alternative Comments:

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. **(AC)**

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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. I'm sad to see the existing Albion Meadows trail go but understand the ongoing challenges with a trail meandering between public and private lands. **(AC)**

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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 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) **(AC)**

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

Move beyond status quo is very important. **(P)**

Is it possible to restrict cars on the summer road? Transit or shuttle only? **(P)**

Need to know about long term parking locations **(P)**

Would be interested in a restaurant/pub space (opening) **(P)**

1000 person amphitheater **(P)**

Concerts in parking lots? **(P)**

Include Peruvian in pedestrian trail system **(P)**

A shared pedestrian/auto/transit area would be great not just in Alternative 2 but in any of the alternatives. **(P)**

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. **(P)**

Please identify the existing major hiking trailheads at the Town Offices and east of the Snowpine. **(P)**

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'. **(P)**

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. **(P)**

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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. **(P)**

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

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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. **(P)**

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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.

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.

As business owner in Alta, my goals are:

- 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 **(P)**

Guiding Principles

“Guiding principles 1 & 2 are far more important than the others.” **(AC)**

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. **(AC)**

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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’. **(AC)**

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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. **(AC)**

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Very good and thoughtful process **(P)**

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. **(P)**

Alternative 1 – Status Quo

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

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

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. **(AC)**

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. **(AC)**

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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? **(AC)**

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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. **(AC)**

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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. **(AC)**

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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.

My favorite features from this plan are:

- New day lodge next to the Collins base parking lot
- Larger trash center in the Albion parking lot area
- Improved north side parking across and above the Snowpine **(AC)**

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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.
- 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. **(AC)**

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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. **(PC)**

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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.” **(P)**

Who would own “day lodge”? Lift company, town, private? **(P)**

It seems like a very natural, walkable community to me. I don’t need/want curb and gutter enhancement. **(P)**

Vertical assists in #1 a good idea. **(P)**

Like Day Lodge by Wildcat. **(P)**

Alt #1 – Funicular—yes. Used one self-service last summer in Zermatt—great! **(P)**

Alt #1 is too similar to Alt 2 – No real differences **(P)**

No need for more than one spot of vertical assist (maybe 2 in winter, 1 in summer) **(P)**

Pedestrianize SR-210 from City Hall to Snow Pine, primarily on south side of the road. It is separated from parking by a concrete curb or long curb barrier. Plowing of walkway would need to happen separate from road. **(P)**

Contract with church lodges, or Alta Library space, for community center needs. If still needed, add on to City Hall or Police. **(P)**

Day lodge is primarily a lift company need. Continue to utilize defacto Goldminer’s and Albion Grill. **(P)**

Centralize trash/recycle operation – Buckhorn @Wildcat, maintenance building at Albion **(P)**

Up and down connections? Is there a need for more? **(P)**

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.

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. **(P)**

Don't like the vertical assist. **(P)**

#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. **(P)**

Alternative 2 – Connect the Dots

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

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

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

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

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

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. **(AC)**

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 **(AC)**

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 at 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. **(AC)**

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. **(AC)**

There are aspects of Alternative 2 that seem to address resident requests without viewing all the newly private land as a developer playground. **(AC)**

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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 bus stop 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?

My favorite features from this plan are:

- New commercial use just west of the Alta Lodge
- Location of New lodge and additional parking just east of the Big Grizzly rope tow **(AC)**

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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 accommodate 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 from 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 drivethrough “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 an 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. **(AC)**

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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. **(PC)**

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Alt #2 - ‘Shoot the Moon’ variation – Tunnel with underground parking and elevators up to key nodes **(P)**

Do cars “blast through” now? Town Marshall seems to be doing a good job. **(P)**

Best seems to be #2. **(P)**

New lodge? Is the new lodge a private enterprise? Existing lodges were open to significant degree year-round in the 70’s. Now only 1 comes close to that. January through April occupancy rates with Christmas and President’s Day spikes are probably in the 70% range. What do 100 more beds do to existing businesses? If the beds are needed, is one of the other lodges considering expansion? If not, why not? **(P)**

If there are to be buildings on both sides of the road, Avalanche protection would need to be a great concern, as well as adequate parking. **(P)**

#2 - Sidewalk upkeep & snow clearing will be a HUGE problem. **(P)**

Alternative 3 – Mid-T

Mid-T is the only alternative that addresses traffic flow in a reasonable manner and provides for a “main street”, friendly “commercial area and pedestrian walkways. **(AC)**

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. **(AC)**

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. **(AC)**

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. **(AC)**

Alt #3 – “No Mid-T Road” **(AC)**

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

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. **(AC)**

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 **(AC)**

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. **(AC)**

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 be 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. **(AC)**

I really don't like Alternative 3 and 5. **(AC)**

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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. **(AC)**

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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.

My favorite features from this plan are:

- New Parking structure on the North side ****Love this****
- (Summer) Larger summer event area with amphitheater, park, picnic area
- New parking structure in Albion parking area **(AC)**

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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
- 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. **(AC)**

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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 **(PC)**

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Alt #3 – Next to new parking area off of Albion base parking lot - “For employees?” **(P)**

Alt #3 – Next to photo of amphitheater photo under Summer Event Zone category – “Yes!” **(P)**

Do NOT like #3 with new road below Alta Lodge. **(P)**

Alt #3 – Summer event zone; Road at base area **(P)**

Mid-T road for transit and lodge cars only – then pedestrians will use it too **(P)**

Mid-T hurts Albion Ski school bunny hills **(P)**

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Avoid the need for expensive parking structures with enhanced mass transit and altered Albion bus route:

Wildcat Parking – Fill and rockwall bus lane from half way down Wildcat access road to bus stop a bit above Goldminers; ski/walkpaths down to lifts, then road reclimbs to SR-210 just before Deep Powder House bus/auto lane. This Wildcat option avoids the current sharp right turn back onto SR-210, but slope angles may prove challenging. Allows “flow through” bus traffic unlike Snowbird Center crunch spot.

Albion Parking – Bus/auto lane cuts up and north at east end of Albion lot, separated and west of maintenance shed access road to rejoin 210 and summer road gate unless the current bus turning arrangement is deemed acceptable. **(P)**

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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. **(P)**

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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. 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.

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. **(P)**

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 **(P)**

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. **(P)**

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. **(P)**

#3 - The loop road is certainly intriguing and seems a viable possibility; who would clear it of snow (UDOT?) **(P)**

Alternative 4 – Town and Park

Love the outdoor amphitheater **(AC)**

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. **(AC)**

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.” **(AC)**

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

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 outside, 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. **(AC)**

#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 the 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! **(AC)**

Alternative 4 - Are that many vertical assist really needed? **(AC)**

Alternative 4 seems to allow the parking lots to transform but otherwise more like #2. **(AC)**

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.

My favorite features from this plan are:

- 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) **(AC)**

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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. **(AC)**

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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 **(PC)**

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Transportation hub in #4 doesn't leave people where they want to be: Wildcat or Albion (Response to this comment: "Right!") **(P)**

Love the amphitheater idea. Love re-routing end of road into Albion lot. (Response to this comment: "I don't. Adds congestion.") **(P)**

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) **(P)**

Improved transit (bus) eliminates need for parking structure and is user funded. **(P)**

Alt #4 – Likes town park and turn around for vehicles **(P)**

Alternative #4 looks best. Can that included structured parking? **(P)**

Amphitheater great. **(P)**

Alternative #4 looks best. Can that include structured parking? **(P)**

Minimal "outdoor event" facilities – wildflowers, volleyball, hiking, birding, etc. What more is wanted in Alta that can't already be attained just down the road? **(P)**

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. **(P)**

Like outdoor amphitheater/ stage for entertainment on weekends **(P)**

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

#4 - Does not move summer visitors out of the Albion Basin area. Which is already overcrowded and creates a major problem. **(P)**

I am in favor of closing the summer road to car traffic to direct more human traffic to the current development corridor and businesses. **(P)**

Alternative 5 – Ski Hubs

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

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?” **(AC)**

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. **(AC)**

I don't think Ski Hubs has a chance of economic viability **(AC)**

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. **(AC)**

Alternative 5 - Too much! We lose the small-scale Alta feel. **(AC)**

I really don't like Alternative 3 and 5. **(AC)**

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.

My favorite features from this plan are:

- Mixed use parking structure in both base areas (#5) **(AC)**

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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 eliminate 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 areas. 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. **(AC)**

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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. **(PC)**

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Alt #5 – Next to photo of Mid-T Trail improvements (with dog in foreground) – “Dogs in watershed?” **(P)**

#5 not practical. (Response to this comment: “Exactly.”) **(P)**

Alt #5 – Good to include Peruvian Lodge more; Mid-T road smaller footprint is good. **(P)**

Town is too small for two hubs. **(P)**

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!! **(P)**

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. **(P)**

#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?" **(P)**