

**Alta Planning Commission Minutes**  
**March 18, 2013, 3pm**  
**Community Center, 10361 E. Hwy 210, Alta, Utah**

**IN ATTENDANCE:**

**Planning Commissioners:** Jan Striefel, Jon Nepstad, Joan Degiorgio, Roger Bourke, and Skip Branch.

**Town of Alta staff:** John Guldner (staff), Claire Woodman (staff), Katie Lewis (counsel), Mayor Tom Pollard.

**Members of the public:** Toby Levitt, Onno Wieringa, Marcus Dippo, Mark Haik, Jen Clancy, Frank Perkins, Margaret Bourke, Ross Olson, Ron Phillips, Todd Collins, Walter Krebsbach, and a videographer.

**INTRODUCTION AND WELCOME FROM THE CHAIR.**

Joan Degiorgio: Asked for introductions and reviewed the agenda.

**COMMENTS BY SKIP BRANCH, PAST CHAIR.**

Skip Branch: Read written comments (see attached).

**APPROVAL OF MINUTES FROM THE FEBRUARY 11, 2013, PLANNING COMMISSION MEETING.**

Jon Nepstad: On page 7 of the minutes, Mr. Phillips referenced the Mountain Transportation Study and remarked that it was done without the participation of Summit County and summit county resorts. Want to clarify for the record that Summit County and Park City were represented during the course of that study and want to make sure that is clear to my fellow commissioners.

February 11, 2013 Planning Commission Minutes

Motion: Ms. Striefel made a motion to adopt the February 11, 2013, Planning Commission minutes.

Second: Mr. Nepstad

All members voted in a verbal affirmation.

**CONTINUED DISCUSSION OF AMENDING ELEMENTS OF THE BASE FACILITIES ZONE.**

Joan Degiorgio: Start talking about "Zone B." Asked Mr. Guldner to review his memo (see attached.)

John Guldner: Agree with Skip that a global futuristic looking at vision of future is good, but right now, we have an existing zone that allows 60 feet above road and 25% coverage. We've heard that 60 feet is too tall and 25% coverage does not really work. What we are doing now we can do without harming any of your points, we are fine tuning what we already have in existence so if any anyone wanted to do anything it would not derail us in the future. We need to look at all

that information when we are looking at the future of Alta, but I still think we can separate them out and do both things. Can deal with height and coverage without derailing any of your ideas.

Joan Degiorgio: Let's hear from the Peruvian Lodge and Goldminer's Daughter Lodge about how they feel about the existing zoning.

Ross Olson: Always assumed was 60' was measured from the asphalt in front of the building, not from above the road.

John Guldner: Discussed history of how the 60' height requirement came about and clarified that 25% coverage includes anything graded and/or paved, including, hot tubs, decks etc.

Todd Collins: The Peruvian Lodge has no plans to build anything right now. Talked to owner in Milwaukee and they were concerned about the value of land and potential tax implications to increasing the coverage to 75%.

Todd Collins: Do our opinions matter?

Joan Degiorgio: Want to get input from each of the lodges, since each lodge is in a unique situation. Maybe we want to do something different for "Zone B" than "Zone A".

Todd Collins: To be able to expand coverage is more realistic than building taller.

Roger Bourke: Do you feel constrained by the current limitations?

Ross Olson: We have no foreseeable plans.

Todd Collins: We are not planning on doing anything

Roger Bourke: If it is working, do we need to change anything?

Joan Degiorgio: Need to clarify it.

Jan Striefel: If there was a decision to rebuild, would 25% coverage do it?

Todd Collins: Tough question to answer. Imagine that we would prefer 75% coverage rather than increasing height.

Jan Striefel: Need to clarify that 75% coverage includes everything so there is 25% open space.

Roger Bourke: Also need clarify that zero elevation is measured from the asphalt not from the road.

Joan Degiorgio: It seems we have a preliminary agreement on "Zone A" and "Zone B." We'll talk about "Zone C" next time and also address some of Skip's comments before we finalize a recommendation. Summed up recommendation for "Zone B:" 60' max height from the low point, 75% coverage, and 15' setbacks on all sides.

- John Guldner: Talked about 15' setbacks last time with a 0' setback to public lands and that makes me a little nervous. Suggest setbacks should be individually determined on U.S. Forest Service (USFS) land.

- Joan Degiorgio: Rethinking the no setbacks next to public land. I think we need to build in that margin, because nobody really knows, including the USFS.

Joan Degiorgio: Talk about agenda item #5 or address Skip's comments?

Skip Branch: I am comfortable with where we are and John's input about moving ahead with the specifics of what we are discussing, I just feel that we are moving too quickly and there might be information that we are not considering because we have not thought about it.

Joan Degiorgio: Let's put this on our agenda next time to discuss after we've had a chance to digest the information.

There was discussion on how to obtain and document this information.

Skip Branch: There is a lot of relevant stuff we need to consider regarding condominiums in the Base Facilities Zone (BFZ).

Roger Bourke: Why aren't the beds full all of the time?

Todd Collins: Length of travel (3 day vacations versus 7 days), the general economy, how airlines book travel, amongst other factors.

Roger Bourke: The most important factors are way out of the scope of what the Planning Commission could do anything about.

Todd Collins: There are things the Planning Commission could do that could hurt the viability of the businesses in the future, and things they could do to help.

Mark Haik: It is also a possibility that the style of the accommodations in Town that may have once been popular are less so now and none of the lodges in Town have segued into new styles of accommodations in quite some time and so the marketplace has been moved away, or has become less interested in what is presently configured here. If there was some other types of accommodations, maybe the marketplace would be more interested. The public in Alta has consistently invested in marketing efforts on behalf of property owners and the Council could make the funds contingent on sharing information. You could develop a metric so its anonymous so that you at least have a baseline to go from that could be useful. You look at the length of the season and you cannot help but compare it to the neighbor, and when you have a shorter season it is dramatically shorter at Alta then it is next door.

Joan Degiorgio: Agreement to take a first step and gather data, develop a database that addresses Skip's first question.

Skip Branch: Sounds like willingness to discuss first four items, I would be glad to be part of gathering that information if we could arrange a meeting with the lodges.

Jan Striefel: Helpful if the lodge owners meet and discuss what their issues are and then what we can do to help.

**CONTINUED DISCUSSION ON AMENDING THE INTERCONNECT STATEMENT IN THE GENERAL PLAN (focus on skier interconnect).**

Joan Degiorgio: The Town's amended vision statement added a statement on the interconnect (read from vision statement). Do we need to do anything else in the General Plan regarding interconnect? The Alta Ski Lift Company (ASL) presented their proposed master plan to the USFS and one of the proposed components is a lift into Grizzly Gulch. Owners in Grizzly Gulch have reacted against that proposal and have submitted a written letter to the Town and Planning Commission (see attached.)

John Guldner: Talked to the USFS District Ranger, and in a response to ASL's Master Development Plan, the USFS will only address items that are totally within the ski lifts special use permit area. So the USFS is not considering the Grizzly Gulch lift at this point.

Onno Wieringa: The Grizzly Gulch lift gives them heartburn because the Forest Plan does not allow for ski area expansion within the permit area and they are not sure that if we propose a lift that starts on USFS ground and goes onto private ground if that is permit expansion or not. They are saying that with the amount of detail submitted so far there not going to accept that into the master development plan.

Margaret Bourke: Thanks for letting us present our concerns as homeowners in Grizzly Gulch. The ASL proposal is not detailed and we do not have a lot of information on it, we just know that the lift is going somewhere up Grizzly Gulch. There are concerns based upon the proposed lift that we believe would cause negative impacts on our homes and our lifestyles (see concerns outlined in attached letter.)

Joan Degiorgio: Any questions?

Skip Branch: Have you taken these concerns directly to the lift company?

Margaret Bourke: No; when the USFS shut off access to the Albion Basin it was done without communication with us, and we then had to fight that prohibition and we felt that there was little benefit in trying to communicate with the lift company because there is no proposal and nothing concrete. Before Cecret and Supreme Lift had been constructed, there had been an agreement with ASL, the USFS, and the homeowners that access would be unimpeded for homeowners. Subsequent to that, that agreement was raised and the decision as I understand it was it was the access issue was not contemplated at the time of that agreement and circumstances have now substantially changed, and skier safety is an important issue so now homeowners access is restricted. Based upon this history, it is our impression that attempting to get an agreement from ASL that guarantees access would not be effective. I'd be happy to talk to ASL about it if there was an openness and willingness to communicate with us and to resolve the issues in a way that was binding.

Skip Branch: Because of the issues you raise and your sincere concerns about your lifestyle, suggest that you consider talking to ASL directly. It seems like communication is always best. Communication is better than litigation.

Margaret Bourke: It is my understanding that we ended up having access right now because of litigation.

Joan Degiorgio: Does the Planning Commission feel like what we have currently in our General Plan is adequate to deal with both skier and ground connection interconnect? We have momentum on ground transportation and the proposed ASL Grizzly Gulch lift but none of them have a lot of details at this point. We cannot make a commitment one way or another but we are willing to look at things and participate in the conversation.

Tom Pollard: When I talk about interconnect, I am talking more about the "Access Wasatch" point of view. One of the components was that there would be continued dialogue among the Planning Commissions in the area to know that something is probably coming down the road and for us to realize and plan for and be ready for this impact that it could have. I think that whereas at this point it is important to have this discussion, there could be a major impact on a corridor that would come through this town. Today we have no concrete evidence as to where or what the corridor will look like, but we need to be aware that it could happen, and from my point of view we need to embrace that as it moves forward. But if as a community there is no embracement of that concept, we need to come to that decision soon and make sure that the wheels that are making this bigger picture happen know that is a possibility.

Joan Degiorgio: Right now this is pretty neutral, we need to know from the community, but can anyone really have an opinion when it is this amorphous?

Jan Striefel: Hard to understand the impacts because it has not been looked at yet. It would be hard for anybody to make a decision without having information to review.

Tom Pollard: That is the point where the process is at. It is an overall assessment of the whole region of what could happen and how it would move forward. Through the many discussions I have been involved in, the hope is that of any kind of mode, for the functionality of the system and the economic viability of the town in the future, I would hope the corridor comes through here.

Jon Nepstad: Is the interconnect idea consistent with the General Plan or not? That is a standard question that would be asked of us and our community during the NEPA process. Regarding Section 4.8 specifically, I think it could be beefed up. The statement of "investigate the feasibility..." is not useful as anything is feasible. What does that mean? The statement in the Vision Statement is more robust and much more powerful. Words like "impacts", "benefits", "consequences" could make this more meaningful.

Tom Pollard: The statement I made about the hope that something would come through this canyon also hinges on improved and safer access for people in and out of this canyon area and would be very critical to our long term improvement in the canyon area.

Joan Degiorgio: Referenced the 1989 Salt Lake County Master Plan that lists four pages of criteria for interconnect. Do some homework, look through this and think about our criteria.

Claire Woodman: Suggest a review of the documents prepared by Access Wasatch group as a starting point.

- Jon Nepstad: The documents can be found at: [wasatchsummit.org](http://wasatchsummit.org)
- Joan Degiorgio: Take a look at the link and we can start to discuss what our criteria are.

Mark Haik: Alta is presently connected to neighbors and has historically been connected to neighbors. Possibly the Planning Commission should review the major connections as there are at least 4 or 5 major roads that are very long standing historically in use and are shown on hundreds of different types of maps. Those roads are currently used for connecting between Alta and neighbors, both winter and summer. So possibility you should know where those are and collect data on what kind of use is currently occurring there in summer and winter.

Joan Degiorgio: I look around do not see people nodding their heads, where are these roads?

Mark Haik: I have a series of 60 maps whether from the feds, USFS, County, UDOT that show these roads and numerous mining maps that locate these roads. The principle ones are the ones that go over Monte Cristo into Cardiff, Twin Lakes, and road that goes on south side of Grizzly Gulch that the lift company uses to access their snow coach operations. There is the road that goes over Catherine's pass, the road that goes over American Fork and they are all used.

Joan Degiorgio: Are they roads or trails?

Mark Haik: Depending on which map you look at and which century you look at them, they say roads and/or trails.

Ron Phillips: Clarify that the AccessWasatch document that is on the internet is a draft and feedback is being requested. Keep looking at the document, it may change.

Roger Bourke: Tom referenced "corridor" what does that mean?

Tom Pollard: If something comes through here there is going to be a pathway that it is going to have to take.

Onno Wieringa: In response to Margeret's comments, she is asking for a NEPA level analysis which addresses all of those things, and that is the process we have started with the USFS and will continue to work through. As for corrections on winter travel plan, the USFS recognizes that life changes and things are different now then back in the day. The USFS reviewed the whole winter travel plan and in fact they did put restrictions on Albion Basin for mid-day travel, however people do not have to walk, the ASL gives the Basin cabin owners free lift access and there is a two hour window that allows over snow vehicle travel to those cabins. We also work with anybody that has emergency circumstances.

- Skip's points are all well taken and I would think that as you digest that, consider the road, relative to the Town and where that goes you should communicate with the USFS as they continue to figure out what the Hwy 210 right of way is. As for Skip's point about understanding the lawsuits the Town is in, water is probably the root cause of all of the lawsuits. Perhaps there is some grand wisdom relative to water from the Planning Commission.

Joan Degiorgio: Sum up. We have now considered "Zone A" and "Zone B". Next time we will look at Zone C. As part of that Skip and John can start working on first four items from Skip's comments. We have tabled the condominium idea, but we need to talk about it.

Skip Branch: John and I will coordinate gathering the information and try to present at next meeting.

Joan Degiorgio: Asked the Planning Commission to read the rest of Skip's comments. Review the information on wasatchsummit.org and come up with criteria and a framework for decision making. We need to beef up language in section 4.8 to be more proactive.

Roger Bourke: Volunteer to draft some language for Section 4.8.

John Guldner: It is more than the General Plan. When it is all said and done you would have to approve something as a land use authority. The only thing allowed in the zone are single family homes and accessory uses. We have never done this before because all of the chairlifts have been on USFS property. A chairlift on private property is a conditional use. We have to do the conditional use review and approval process for a chairlift, but our ordinance does not address that very well. We will need to amend our ordinance to adequately address anything that may come through here.

Joan Degiorgio: Our first step is to look at the General Plan.

John Guldner: Maybe. Right now the General Plan could address this. If the ski lifts submitted an application, they would make a submission and we would have to react and we could react, but I think we need to look at the zoning ordinance at the same time so we can react better.

Joan Degiorgio: Maybe send that out to everybody. Roger can get his draft out before the meeting.

Jon Nepstad: Need to make sure the language is consistent with the Vision Statement.

#### **DATE OF NEXT MEETING.**

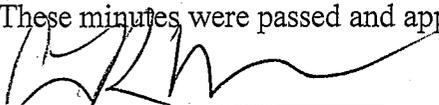
The next meeting date was tentatively set for May 6<sup>th</sup>, 4pm, at the Alta Community Center.

**Mr. Branch moved to adjourn the Planning Commission meeting. Ms. Striefel seconded the motion with all Planning Commission members that were present voting in the affirmative. The motion was carried.**

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The content of the minutes is not intended, nor are they submitted, as a verbatim transcription of the meeting. These minutes are a general overview of what occurred at the meeting.

These minutes were passed and approved on the sixth day of May, 2013.

  
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Claire R. Woodman  
Assistant Town Administrator

Alta Planning Commission, March 18, 2013 – Skip Branch

The desire to further define the Base Facilities Zone is totally understandable. Moving ahead to finalize the details of setback, coverage, height, etc., seems to me, premature.

A curt phrase heard recently was "It's like putting suntan lotion on before taking off your clothes." How does that apply here?

It seems that we need to return to the Master Plan Vision Statement which says "Alta continues to strive for responsible and sustainable growth and development."

That helps remind us that in order to strive for responsible and sustainable growth and development, we need as much information as we can gather, then use that information to move forward, one step at a time.

There is information we need before moving to the next step (both inside and beyond the Base Facilities Zone):

- 1) What is the current bed base in Alta and what percentage of that bed base is full, and in what months? Further, how does the present year compare to previous years?
- 2) What is the "state of business" in Alta? What do the various business owners and operators within The Town feel about the past, present and future of commerce in the area and what are their views for improving it?
- 3) We are discussing the possible addition of more rooms added in the base facility zone by the construction of single family dwellings. Where and how many? Should they be available as daily rentals?
- 4) What are the varying points of view about condominiums? Should they be allowed and if, so where? Should the lodges be allowed to build or dedicate rooms to be "condominiumized?"
- 5) Where are the avalanche dangers within the Base Facilities Zone and are we making sure to consider them in our planning?
- 6) The US Forest Service doesn't sell its land. But they will consider trading land. How does that policy affect our planning and zoning consideration in the BFZ and all of the Town of Alta?
- 7) How does activity from the lift company affect planning and zoning issues (Grizzly Gulch lifts, possible lift on Flagstaff, possible construction of a village)?
- 8) How does the canyon/transportation study affect our consideration of planning and zoning issues?

- 6
- 9) How does the ski interconnect affect the planning and zoning future of Alta?
  - 10) There continues to be concern over the disparity between winter and summer visitation. What is being considered (summer lifts open / lift-served mountain biking, summer concerts, etc. What are the ways the Planning Commission can help?
  - 11) What lawsuits exist at present and how can they affect Alta's future?

To try and get our arms around the above, we ought to consider an open meeting, inviting all stakeholders to become before the Alta Planning Commission, giving input before making decisions about the more detailed aspects of setbacks, coverage, etc.

Thank you.

March 8, 2013

Memo to the Alta Planning Commission

Re: March 18, 2013 Planning Commission Meeting

Last time you settled on height, coverage and setbacks for zone "A", the Snowpine, Rustler and Alta Lodges; generally, 25' above the road, a building step back after 4 stories to avoid the "wall effect", 75% coverage and a 15' setback from private property.

At the upcoming meeting we will address zone "B", the Godminer's Daughter and Peruvian Lodges.

You noted that zone "B" was different from zones "A" and "C" due to the location of those lodges in flat areas beyond the road as opposed to built into the hill in the steeper areas adjacent to the road like in zone "A" or the two buildings immediately adjacent and above the road in zone "C". Those buildings are the Shallow Shaft restaurant and the Photohaus Gallery.

Under current zoning the Goldminer's and Peruvian lodges are allowed to go 60' above the road and cover 25% of the gross lot area. All setbacks are individually determined by you "*because of the unique nature of topography and climatic conditions within the Town*". You most recently approved a side yard setback for the Snowpine in 2009, which was necessary before their addition.

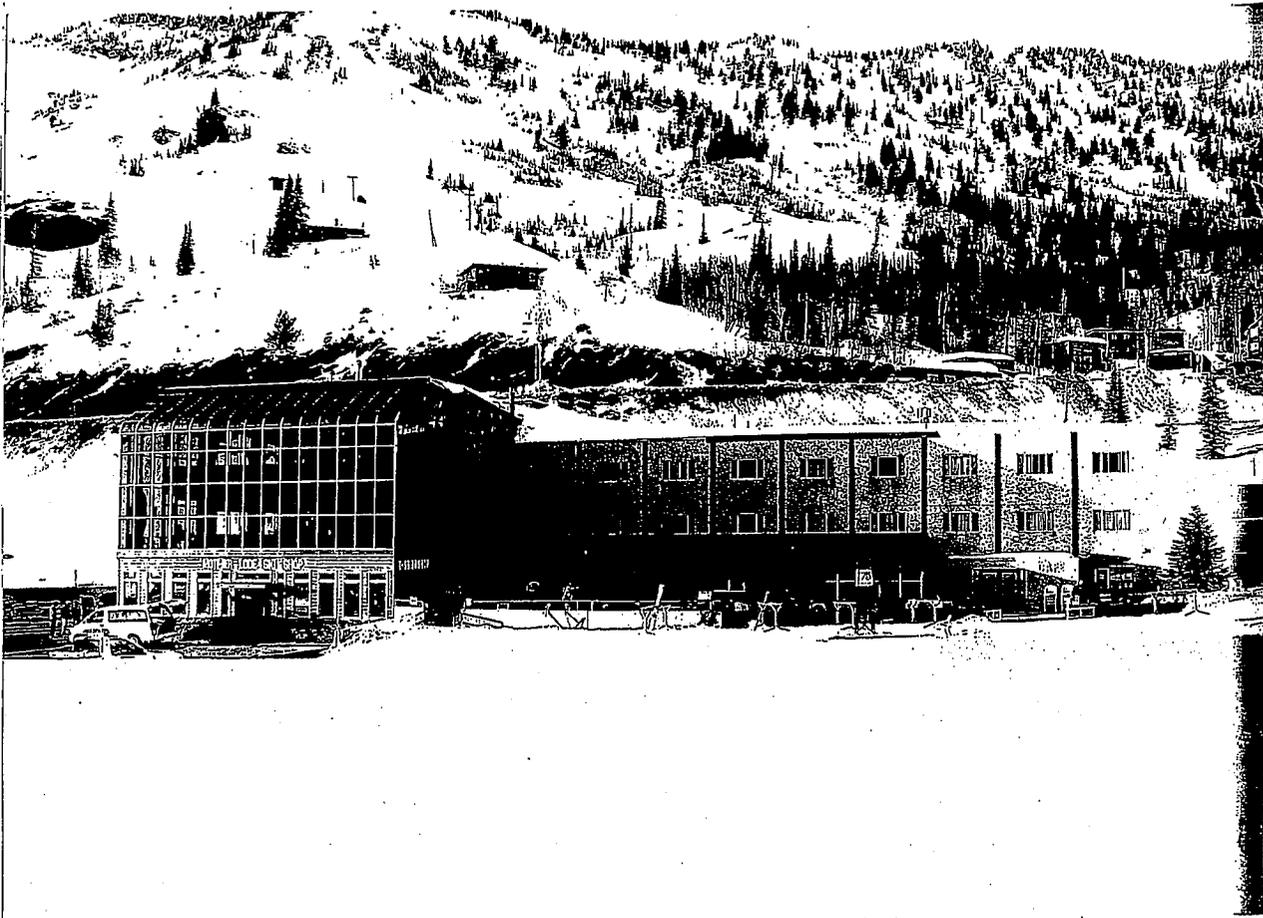
In general, we have been discussing reducing the height and increasing the coverage. However in the case of the Goldminer's Daughter, which would be able to add a few stories before even reaching the level of the road. That would create the "wall" of structure deemed inappropriate for our mountain setting.

The last time we discussed zone "B" we discussed a 60' maximum height, not tied to the road, and 15' setbacks. Schematics from Brent Bowen Design studio are attached depicting what could be allowed under current zoning, 60' above the road and 25% coverage and what a 60' ultimate max height with 15' setbacks would look like. Pictures of the lodges are also enclosed.

As a starting point I'd recommend amending zone "B" to allow:

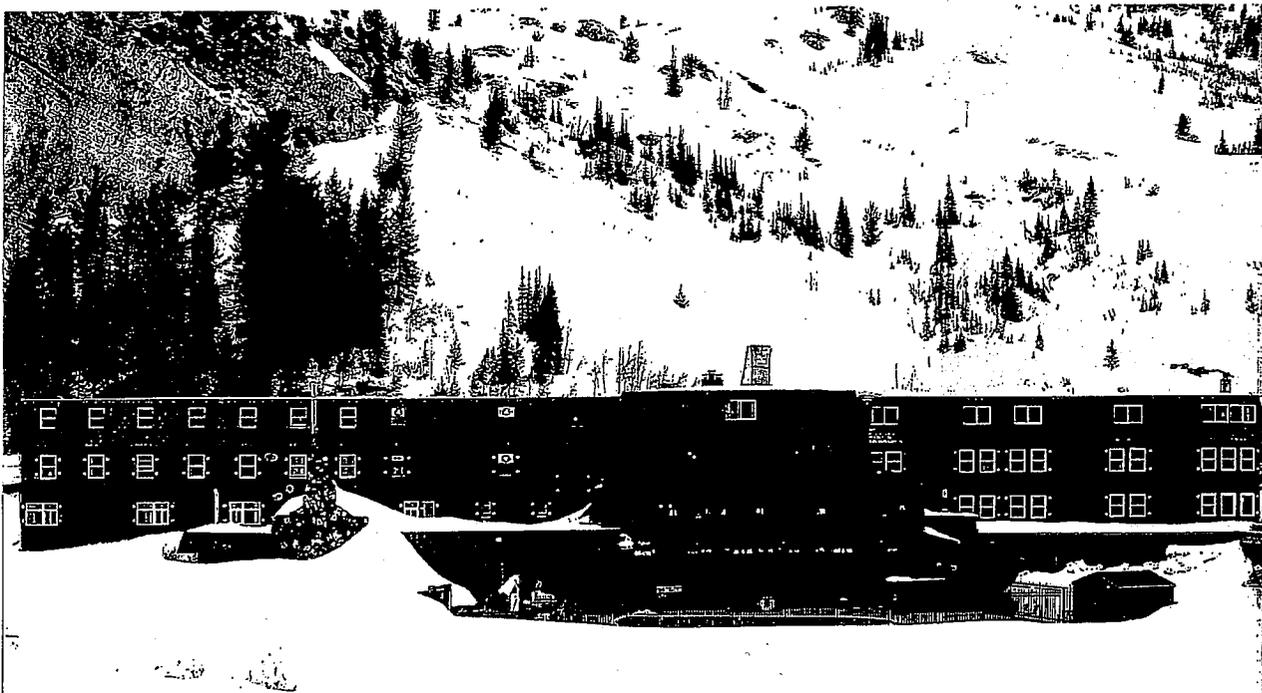
- 60' maximum height
- 75% coverage limit
- 15' setbacks on all sides.

Re: The Peruvian and possibly some portions of the Goldminer's Daughter, there is already a solid setback limitation of 50' from a natural waterway, in this case, Little Cottonwood Creek.



Goldminer's  
Daughter  
South  
Elevation

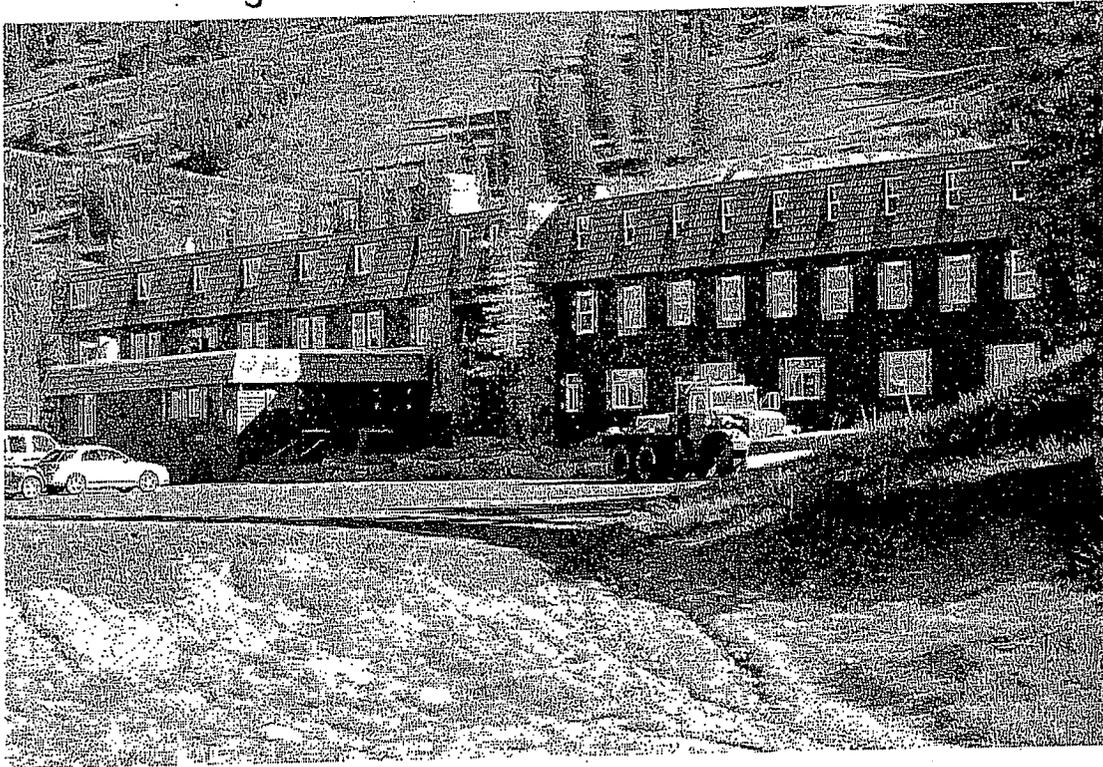
→ 41' 11"  
per plans  
on file



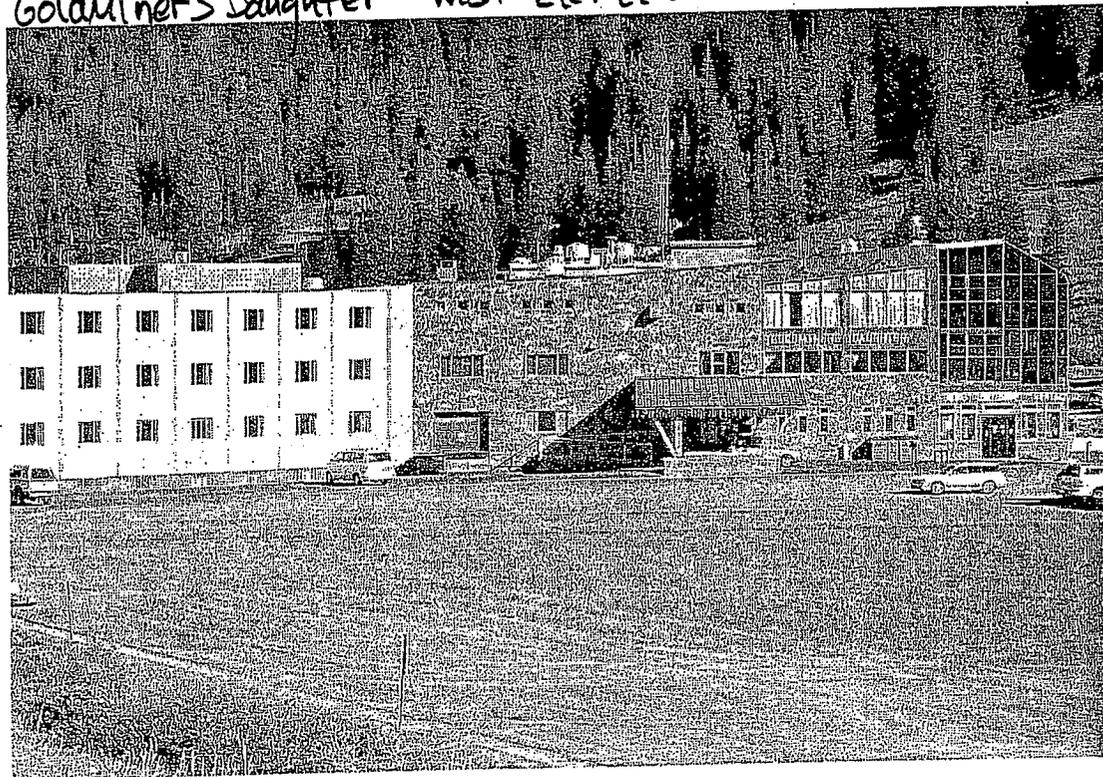
Peruvian  
Lodge  
South  
Elevation

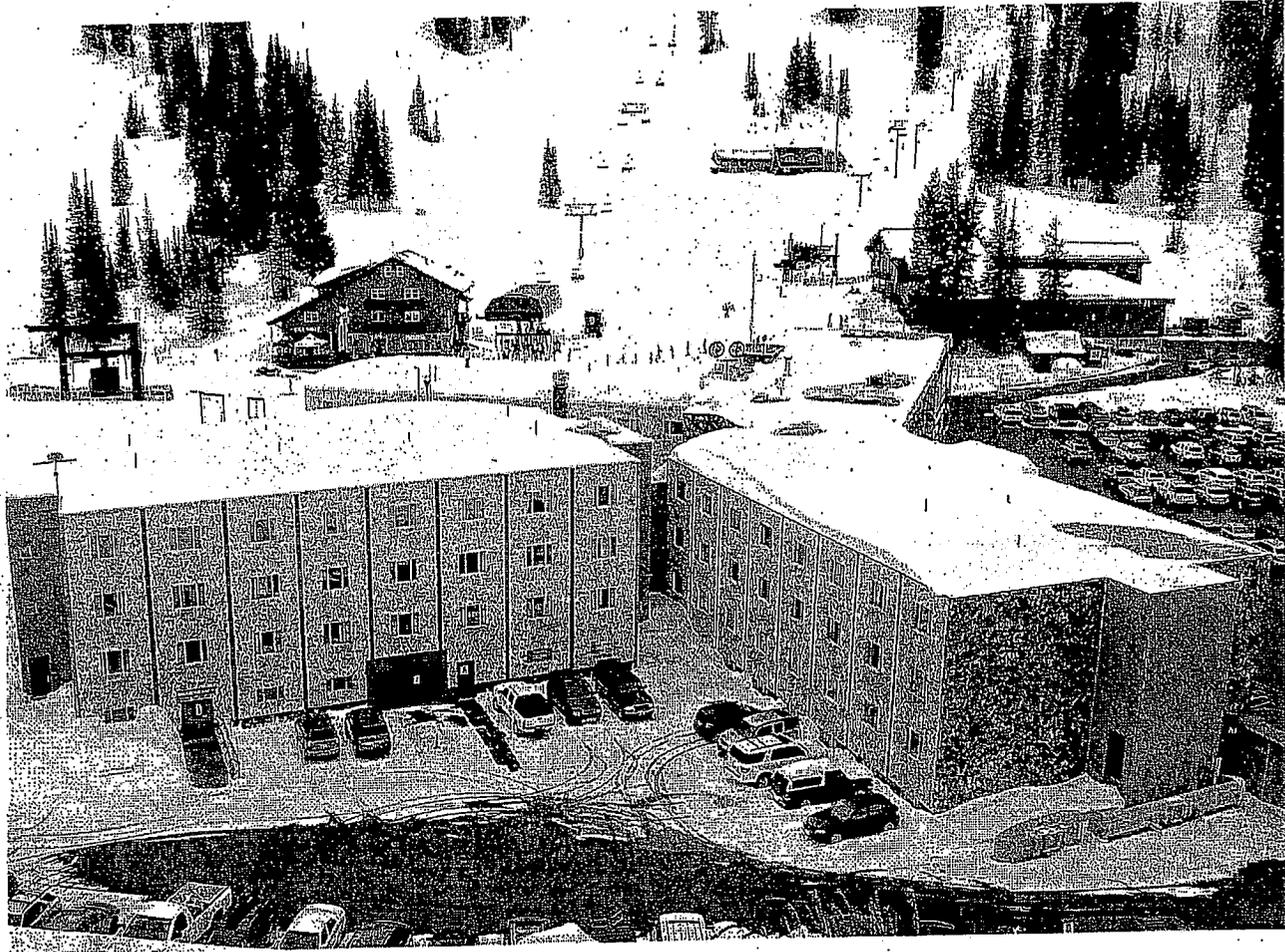
→ 36'  
per plans  
on file

Peruvian Lodge North elevation



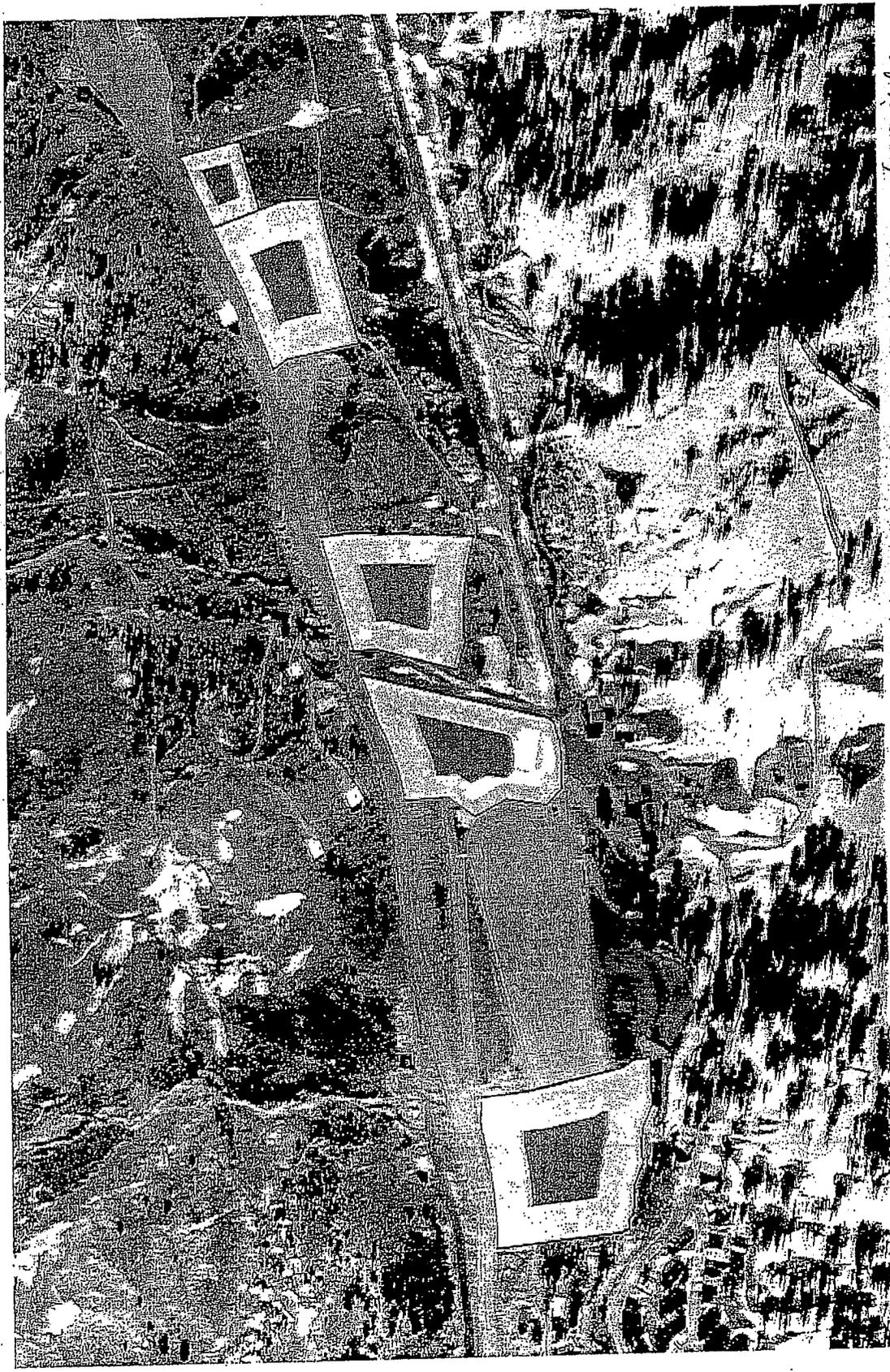
Goldminer's Daughter West elevation





Goldminer's Daughter  
North Elevation  
Taken From The Road (SR210)

EXAMPLE OF EXISTING 25% COVERAGE ALLOWANCE



Shoreline Lodge  
25%

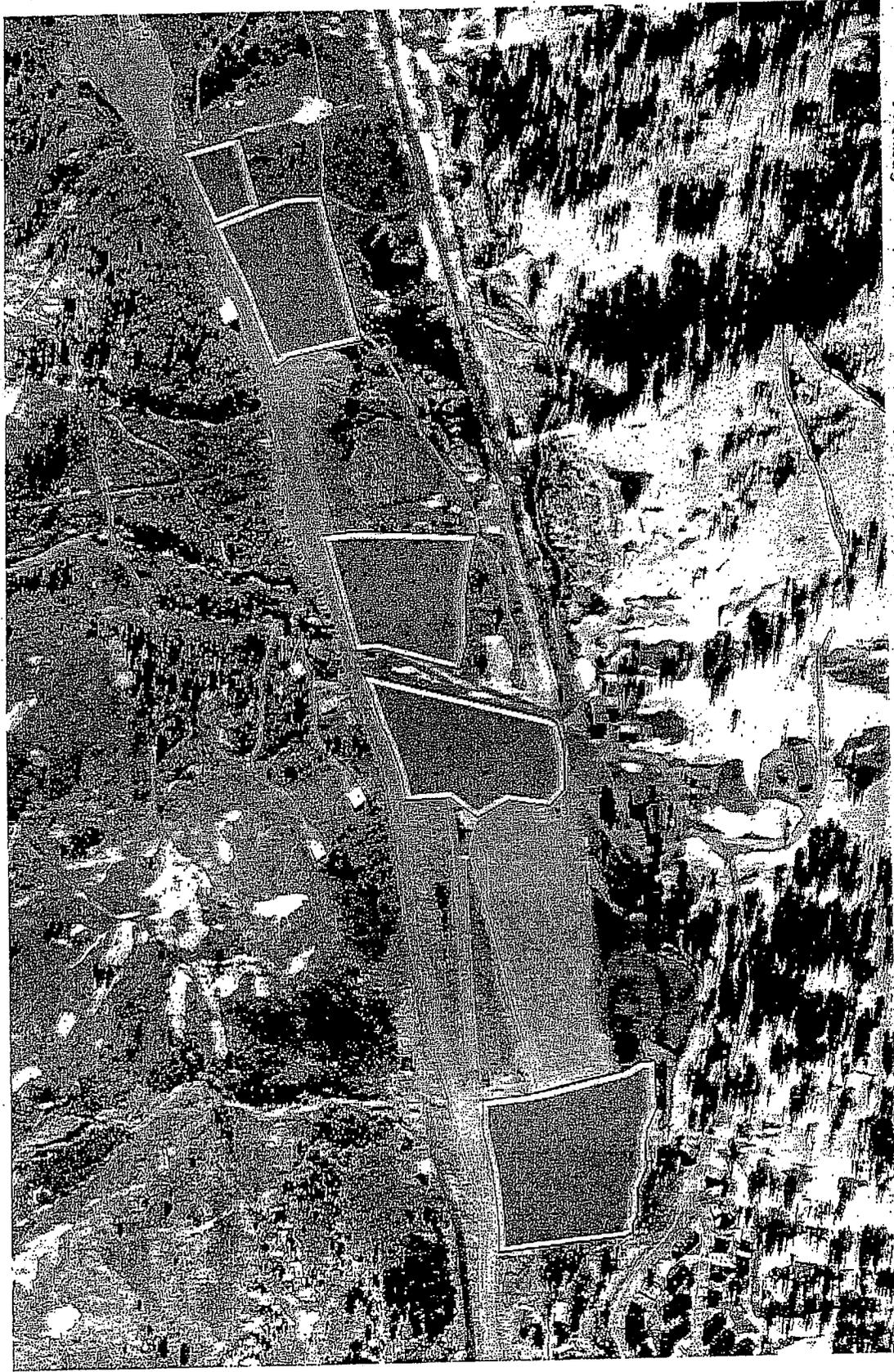
Rustler Lodge  
25% coverage

Alta Lodge  
25% coverage

Goldminer's  
Daughter  
25% coverage

Pennington  
25% coverage

Example of 15' setbacks, no other coverage limits beyond setbacks



Siowpine  
15' setback  
8 79% coverage

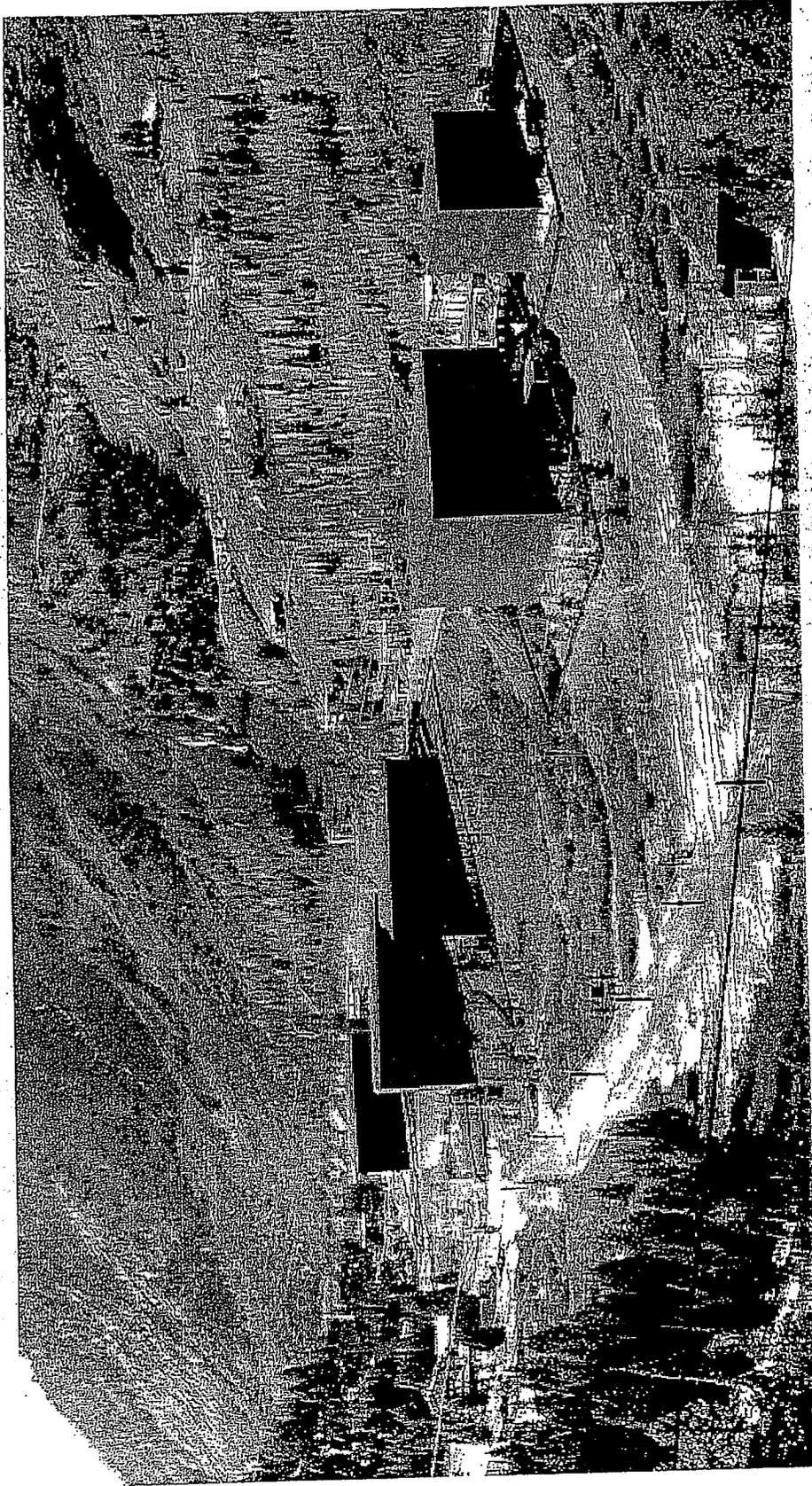
Rustler Lodge  
15' setback  
8 88% coverage

Alta Lodge  
15' setback  
8 90% coverage

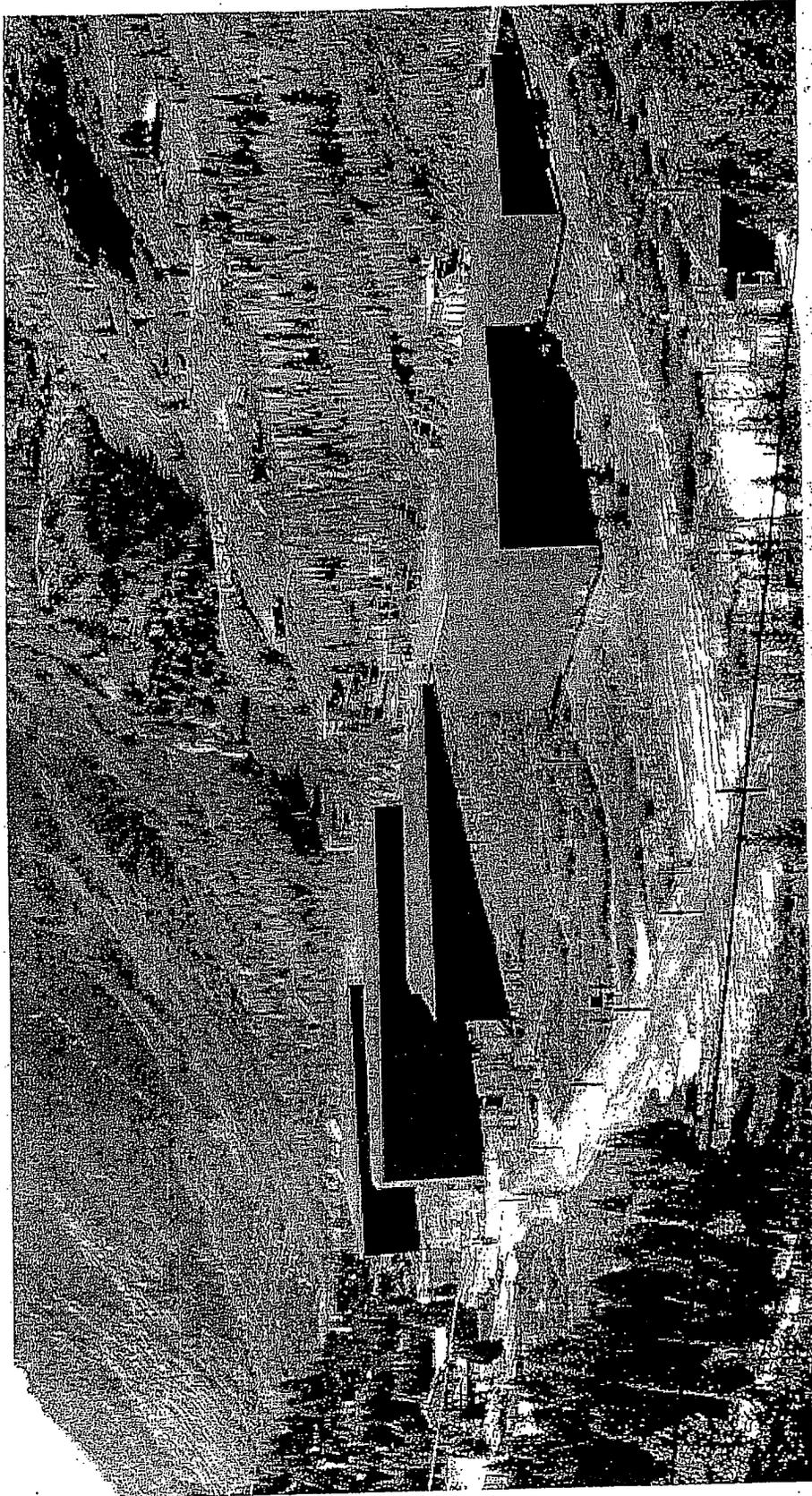
Goldminer's  
Doughnut  
15' setback  
8 90% coverage

Peruvian  
15' setback  
8 93% coverage

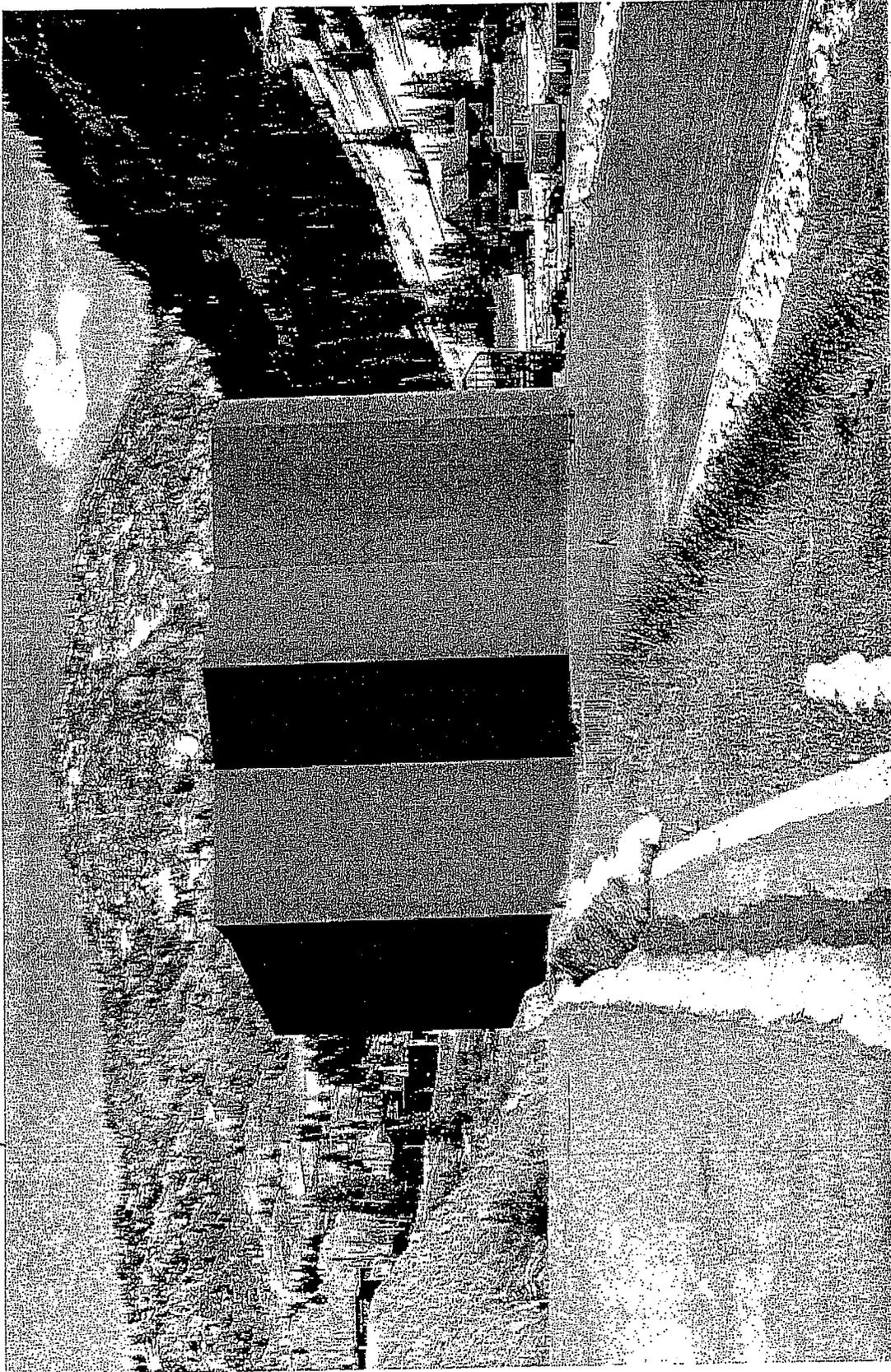
Existing Zoning Example  
25% coverage  
60' above the Rd



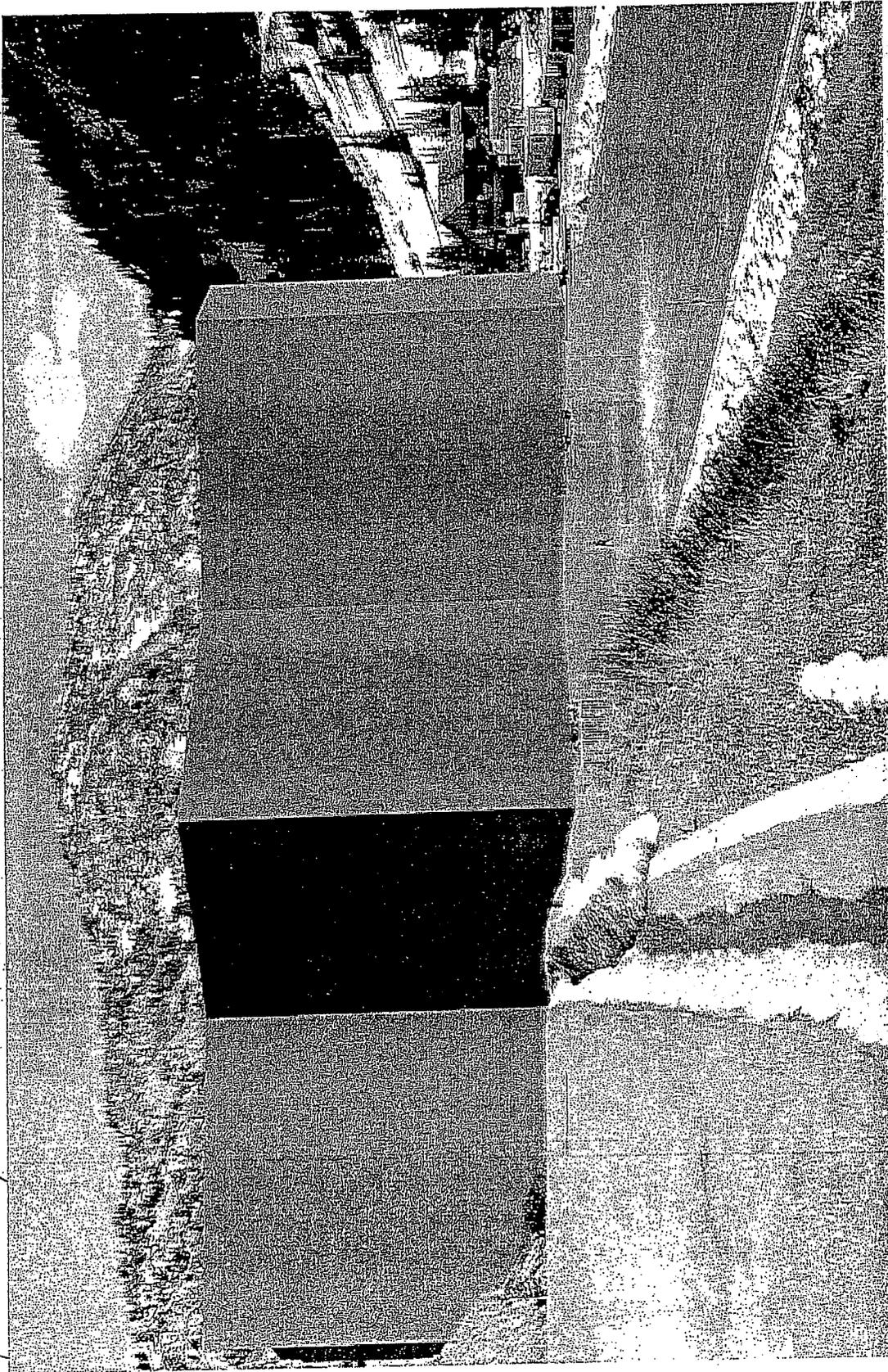
Example of 17' above the road  
with 15' setbacks on sides & rear  
no specific coverage limit beyond setbacks



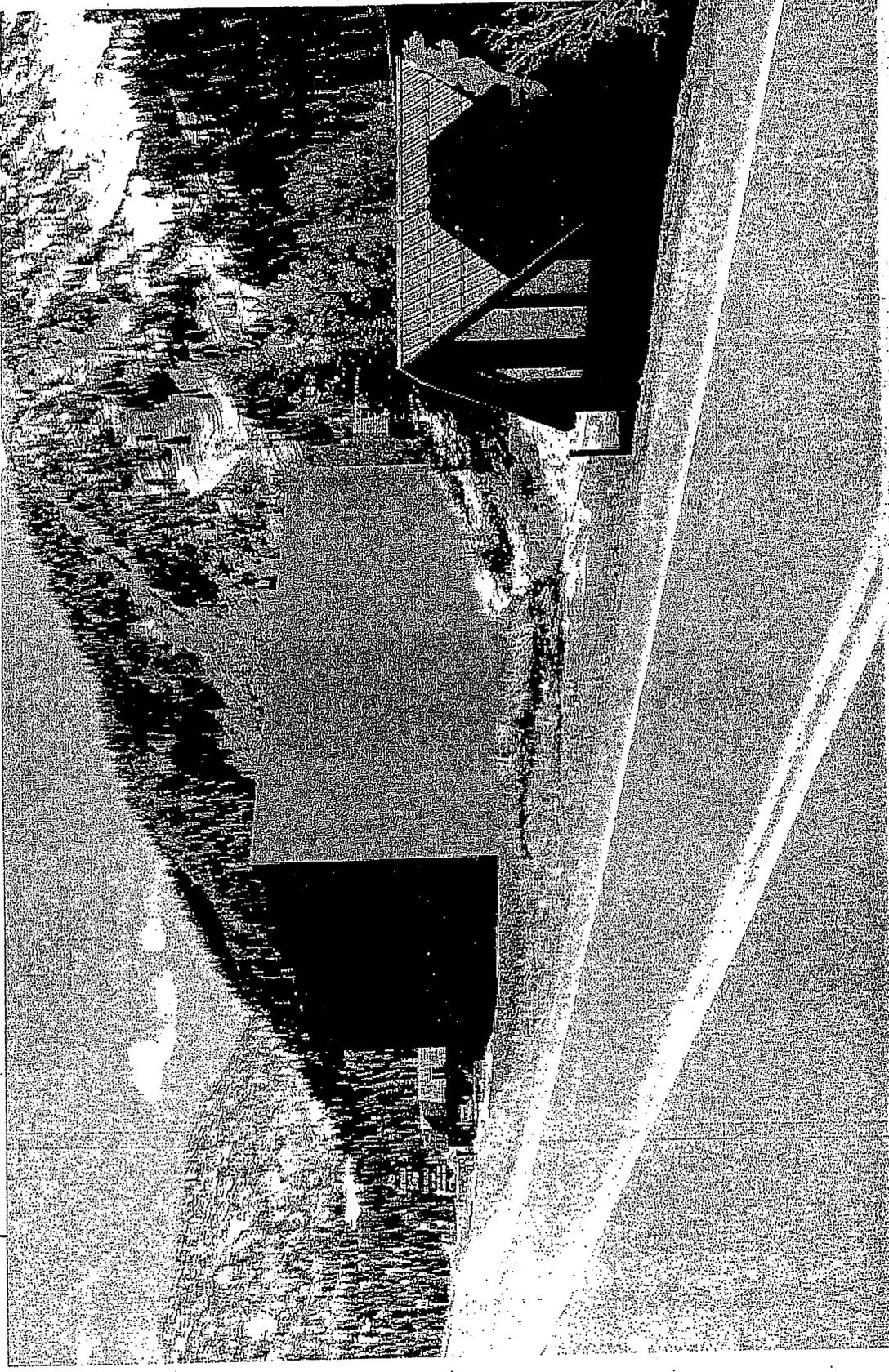
Example of Goldmines  
with 25% coverage limitation & 60' height



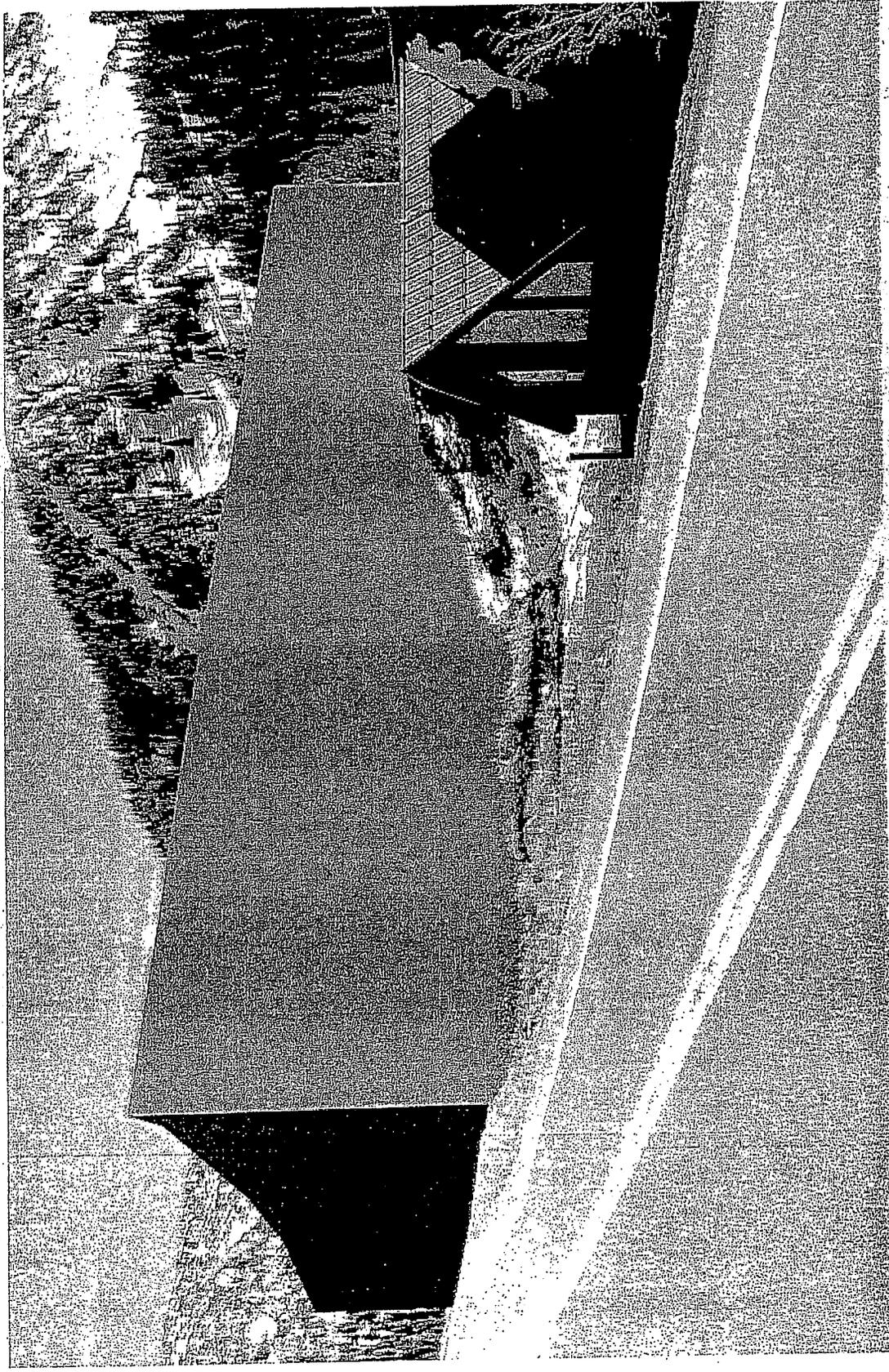
Example of Goldman's Savings  
w/ 15' setbacks, no further limit on coverage besides setbacks and 60' height ~ 86% coverage



Example of Peruvian Lodge with 25% coverage and 60' height



Example of Peruvian with 10 setbacks, no tiered coverage limit, 93% coverage and 60' height



## Alta's Context

Historically, in the late 1800's, Alta was a silver mining boom settlement. In 1938 Alta became a different kind of boom town, this time for skiing. Alta formally incorporated as a municipality in 1970.

Naturally, Alta is part of a stunning canyon surrounded by Mount Baldy, Mount Superior, Devil's Castle and Sugarloaf Peak where winter storms provide an average of 500" of the "greatest snow on earth." The headwaters of Little Cottonwood Creek are located in Alta's famed Albion Basin; the snowfall in Little Cottonwood Canyon provides water for the residents and guests of Alta and Snowbird as well as for hundreds of thousands of people in the Salt Lake Valley. Alta is home to a wide variety of wildlife, including moose, and over 200 species of wildflowers thrive in Alta during the short summer season.

Culturally, Alta is home and host to a combination of residents and visitors, who have a relaxed but exuberant pace of life, and who share reverence for the natural surroundings.

## Alta's Vision Statement

Alta's residents, employees, and business-owners strive for responsible and sustainable growth and development. We celebrate the winter sports activities that are fundamental to our town and we support expansion of Alta's summer economy. We are committed to protecting Alta's scenic and natural resources, especially its critical watershed. While emphasizing responsible environmental awareness and stewardship, we welcome the thousands of people who visit Alta for its recreational opportunities, and we invite them to share our vision for Alta.

We expect standards for design and development that honor the unique context of Alta and that maintain the scale and visual patterns that define the landscape. Commercial development is and will continue to be concentrated in the commercial core of our community, away from sensitive areas. We look forward to the construction of a Town Community Center which will be the social and cultural hub of Alta. Albion Basin will be sustained with minimal development. We will carefully consider the effects on the environment, including the watershed, wildflowers, and wildlife; public safety; and traffic in evaluating transportation options within Little Cottonwood Canyon and for transportation and skier connections to Big Cottonwood Canyon and the eastern side of the Wasatch Range.

Transportation  
&  
Skier

Visitors and residents alike flock to Alta in all seasons to appreciate our spectacular alpine setting as a place of inspiration, relaxation, and enjoyment. We especially cherish our fabulous winter powder snow and glorious summer wildflowers. Alta is and will remain, for many people from near and far, a sanctuary to treasure.

1992

# From Alta's General Plans

## SECTION 4.8 INTERCONNECT

AFTER A SERIES OF PUBLIC HEARINGS, THE TOWN OPPOSES THE CONSTRUCTION OF A TRANSPORTATION SYSTEM TO LINK ALTA WITH OTHER SKI AREAS:

It is the town's position that none of the proposals presented to the public to date have adequately addressed the myriad of questions and potential problems involved with the construction and operation of an interconnecting transportation system linking various ski areas. Public safety issues are a paramount concern. One example of this would be the increase in back country rescue demands due to increased use.

Environmental impacts have not been fully studied in either the construction or operational phases. Proposals so far would involve many jurisdictions - The Town of Alta, Salt Lake City, Salt Lake County, Park City, Summit County, the State, the U.S. Forest Service, as well as other federal agencies.

Access to other ski areas is available by ground transportation within one hour or less. There are serious concerns about effects on the watershed and wildlife, potential adverse visual consequences as well as noise, difficulties in providing proper safety and sanitary facilities, and other possible problems, thus making such a system impractical and unnecessary.

2005

## SECTION 4.87 INTERCONNECT

AFTER A SERIES OF PUBLIC HEARINGS, THE TOWN CONTINUES TO OPPOSE THE CONSTRUCTION OF A TRANSPORTATION SYSTEM TO LINK ALTA WITH OTHER SKI AREAS OUTSIDE LITTLE COTTONWOOD CANYON.

It is the town's position that none of the proposals presented to the public to date have adequately addressed the myriad of questions and potential problems involved with the construction and operation of an interconnecting transportation system linking various ski areas. Public safety issues are a paramount concern. One example of this would be the increase in back country rescue demands due to increased use. Environmental impacts have not been fully studied in either the construction or operational phases. Proposals so far would involve many jurisdictions - the Town of Alta, Salt Lake City, Salt Lake County, Park City, Summit County, the State, the U.S. Forest Service, as well as other federal agencies.

Access to other ski areas is available by ground transportation within one hour or less. There are serious concerns about effects on the watershed and wildlife, potential adverse visual consequences as well as noise, difficulties in providing proper safety and sanitary facilities, and other possible problems, thus making such a system impractical and unnecessary.

CURRENT

## SECTION 4.8 SKIING AND TRANSPORTATION CONNECTIONS

THE TOWN STRONGLY SUPPORTS THE SUCCESSFUL SKIING INTERCONNECT WITH SNOWBIRD. FURTHER STUDIES SHOULD BE CONDUCTED TO INVESTIGATE THE FEASIBILITY OF SKIING AND GROUND CONNECTIONS BETWEEN ALTA, OTHER SKI AREAS, AND THE SALT LAKE VALLEY.

Alta Planning Commission, March 18, 2013 – Skip Branch

The desire to further define the Base Facilities Zone is totally understandable. Moving ahead to finalize the details of setback, coverage, height, etc., seems to me, premature.

A curt phrase heard recently was "It's like putting suntan lotion on before taking off your clothes." How does that apply here?

It seems that we need to return to the Master Plan Vision Statement which says "Alta continues to strive for responsible and sustainable growth and development."

That helps remind us that in order to strive for responsible and sustainable growth and development, we need as much information as we can gather, then use that information to move forward, one step at a time.

There is information we need before moving to the next step (both inside and beyond the Base Facilities Zone):

- 1) What is the current bed base in Alta and what percentage of that bed base is full, and in what months? Further, how does the present year compare to previous years?
- 2) What is the "state of business" in Alta? What do the various business owners and operators within The Town feel about the past, present and future of commerce in the area and what are their views for improving it?
- 3) We are discussing the possible addition of more rooms added in the base facility zone by the construction of single family dwellings. Where and how many? Should they be available as daily rentals?
- 4) What are the varying points of view about condominiums? Should they be allowed and if, so where? Should the lodges be allowed to build or dedicate rooms to be "condominiumized?"
- 5) Where are the avalanche dangers within the Base Facilities Zone and are we making sure to consider them in our planning?
- 6) The US Forest Service doesn't sell its land. But they will consider trading land. How does that policy affect our planning and zoning consideration in the BFZ and all of the Town of Alta?
- 7) How does activity from the lift company affect planning and zoning issues (Grizzly Gulch lifts, possible lift on Flagstaff, possible construction of a village)?
- 8) How does the canyon/transportation study affect our consideration of planning and zoning issues?

9) How does the ski interconnect affect the planning and zoning future of Alta?

10) There continues to be concern over the disparity between winter and summer visitation. What is being considered (summer lifts open / lift-served mountain biking, summer concerts, etc. What are the ways the Planning Commission can help?

11) What lawsuits exist at present and how can they affect Alta's future?

To try and get our arms around the above, we ought to consider an open meeting, inviting all stakeholders to become before the Alta Planning Commission, giving input before making decisions about the more detailed aspects of setbacks, coverage, etc.

Thank you.

Ms. Joan Degiorgio, Chair  
Alta Planning Commission

cc: Alta Mayor Tom Pollard  
Alta Town Administrator John Guldner  
US Forest Service Steve Scheid

Dear Ms. Degiorgio:

We, the undersigned homeowners in the Grizzly Gulch area of Alta, understand that the Alta Planning Commission is considering a prospective lift up Grizzly Gulch in the context of the larger issue of a ski interconnect with Big Cottonwood Canyon. Alta Ski Lifts owns the majority of the land up the Gulch. As you may know, there are 13 lots on the east side of the Gulch and 3 on the west side that are private property owned and, in most cases, occupied by individuals or families who are not owners of Alta Ski Lifts (ASL). ASL does not own any of these homes. Those of us who are owners of these properties would like our voice to be heard in your upcoming deliberations.

We are collectively concerned that the proposed lift might have very considerable negative effects on our homes, our private properties and our lifestyles. In your consideration of this lift, we respectfully request that you keep in mind a number of factors including those listed below:

1. What protection will be provided to assure that we will be able to access our homes by oversnow vehicles on currently used routes 24/7/365?
2. What measures would be taken, by ASL and/or the Town to protect the privacy and security of our homes? In particular, how would skiers/boarders/hikers/snowshoers be prevented from trespassing on private homeowner land?
3. By what routes are skiers to exit the Gulch? Is a bridge across Highway 210 or the Summer Road contemplated; if so where?
4. By what routes are ASL snowcats for grooming and other maintenance vehicle functions expected to travel to and from the Gulch?
5. What is the plan for dealing with human and other waste?

6. How will water quality be protected? In particular, how will disturbance to old mines and their associated contamination effect the runoff and aquifer?
7. What are the effects of the lift on the viewscape?
8. How will additional parking be provided? In particular, how will this affect overnight parking near the end of the road? If there is a bridge, how might this be incorporated into a parking structure?
9. What modifications to the landscape are anticipated? For instance, tree removal, roads, buildings, snowmaking equipment, power corridors?
10. What is the expected lift line and tower locations? Will it/they be close enough to homes that passengers can peer into windows as is now the case for the mine building and home next to the Wildcat lift?
11. It appears that the projected lift line will cross the existing power line corridor. How will that be handled?
12. Is this lift expected to operate in summer? If so, how will the hiker traffic be managed including the same issues of human and other waste that would exist during wintertime use?

We believe there are many other issues that must be taken into consideration, such as the effects on safety, potential conflict with back country skiing, and the problem of skiers/boarders being stranded in the "wrong" canyon. Nevertheless, we have limited this list to those issues that would have the most direct effects on our living. We strongly urge you to think about these during your deliberations. Further, we, the homeowners/residents, would like to be part of the planning process so that our concerns can be addressed.

Sincerely,

Mimi Muray Levitt  
Paul and Joanne Profeta  
Margaret Bourke  
Chris and Ellen Rossi  
Doug and Diane Bledsoe  
Chris and Dawn Page

Craig and Libby Heimark  
Paul and Kim Hooper  
Annie Gamble Meyer  
Charles Kimball