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ALTA PLANNING COMMISSION
MONDAY, MAY 6, 2013

The Commission Will Meet at 3:00pm at the Shallow Shaft for a site visit of the property and the Photohaus property.

After the site tour, the Commission will reconvene for the regular meeting.

Approximately 4:00PM

ALTA COMMUNITY CENTER/LIBRARY

(across from the Rustler Lodge)

10361 East Highway 210

801.363.5105

- 1) Introduction and welcome from the Chair.
- 2) Approval of minutes from the March 18, 2013 Planning Commission meeting.
- 3) Discussion/overview of the lunch discussion with Lodge representatives held on April 4, 2013.
- 4) Continued discussion of amending elements of the Base Facilities zone.
- 5) Continued discussion on amending the interconnect statement in the General Plan. (focus on skier interconnect)
- 6) Date of next meeting.

Alta Town Council members are invited to the meeting; as such there may be a quorum of the Town Council.

Alta Planning Commission Minutes
May 6, 2013

Shallow Shaft and Photohaus property site visit, 3pm

IN ATTENDANCE:

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

Town of Alta staff: John Guldner and Claire Woodman.

Members of the public: Mark Haik, Walter Krebsbach, Kurtis Krause, and a videographer.

Regular Meeting, 4pm

Community Center/Library, 10361 E. Hwy 210, Alta, Utah

IN ATTENDANCE:

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

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

Members of the public: Onno Wieringa, Mark Haik, Jen Clancy, Elise Morgan, Walter Krebsbach, Kurtis Krause, and a videographer.

INTRODUCTION AND WELCOME FROM THE CHAIR.

Joan Degiorgio: Called the meeting to order.

APPROVAL OF MINUTES FROM THE MARCH 18, 2013, PLANNING COMMISSION MEETING.

March 18, 2013 Planning Commission Minutes

Motion: Ms. Striefel made a motion to adopt the March 18, 2013, Planning Commission minutes.

Second: Mr. Bourke

All members voted in a verbal affirmation.

DATE OF NEXT MEETING.

The next meeting date was tentatively set for July 1st, 4pm, at the Alta Community Center. There was discussion of walking up Grizzly Gulch.

DISCUSSION/OVERVIEW OF THE LUNCH DISCUSSION WITH LODGE REPRESENTATIVES HELD ON APRIL 4, 2013.

Joan Degiorgio: At our last meeting Mr. Branch shared some concerns and we talked about looking at the first four of those (see attached).

Skip Branch:

- John, Claire, and I met with the four lodge owners. We talked about bed-base and when and how often it is full. The lodge owners responded that it is full Christmas and President's Day and that it is driven by snow as well as other factors. There was discussion amongst themselves that they would like to have more help and information from the Alta Chamber and Visitor's Bureau, but also more opportunities for discounts on lift tickets and associated facilities. The lodge owners expressed viewpoints on condominiums and agreed that concept could be helpful. We also discussed hot beds versus cold beds. The idea of communication was important, and as it was the first time the lodges have met with the Planning Commission, they expressed that they would like to see that happen more and that they enjoy meeting with each other. It was a very affable and friendly meeting.
- Final thing, the meeting further confused me as far as setbacks, heights, coverage as every property is different.

John Guldner: What effects occupancy? We asked the lodge owners, what do you want the Planning Commission to do? They responded that they do not want to be hindered. They also remarked that setbacks are scary, as every property is different. Mr. Guldner remarked that perhaps setbacks should remain individually determined.

There was additional discussion on setbacks.

Joan Degiorgio: Hear that lodge owners are okay with what has been presented so far except for setbacks, and perhaps we should determine setbacks on an individual basis. We have tabled the idea of allowing condominiums in the Base Facilities Zone (BFZ), but maybe it is time to take it up.

There was discussion on the condominium issue and it was decided to put it on an agenda soon.

CONTINUED DISCUSSION OF AMENDING ELEMENTS OF THE BASE FACILITIES ZONE.

Joan Degiorgio: Reviewed the table that was provided by staff (see attached). The current recommendation is:

- Coverage is 75% in all three zones.
- Height in Zone A is 25' above road and no more than four stories are allowed without a physical setback in the building.
- The height in Zone B is 60'.
- The height in Zone C is 25' as recommended by staff, we have not discussed that yet. We still have questions about setbacks.

Joan Degiorgio: Is everyone okay with coverage?

Yes.

Joan Degiorgio: Is everyone okay with height?

There was clarification about the four story setback to avoid the "solid wall" effect.

Joan Degiorgio: Let's talk about height in Zone C.

John Guldner: Currently coverage is 25% and the height is 60'. It is hard to find setbacks that would work in Zone C.

There was additional discussion about height in Zone C and blocking views on the north and south side.

Walter Krebsbach: The concept the Shallow Shaft now is to bring down the main floor but not sure what is capable. Envision a tiered concept on west and south side, but not sure.

John Guldner: We could do height determined on an individual basis, and then it would be up to the Planning Commission to decide.

Joan Degiorgio: For Zone C, suggested 75% coverage with height and setbacks individually determined.

There was discussion about setbacks in Zones A and B.

Joan Degiorgio: Need to establish some criteria for the Planning Commission to consider when determining setbacks if individually determined. Summarized the recommendation so far: 75% coverage for all three zones, 25' height in Zone A with stepbacks, 60' height in Zone B and setbacks are individually determined. The Planning Commission will come up with some criteria for setbacks and for Zone C. We could make a decision next time.

Katie Lewis: Need to hold a public hearing, but recommend first having a meeting to agree on criteria.

Joan Degiorgio: Suggested criteria for setbacks: snow removal access, general access, emergency vehicle access, natural features, and aesthetics. Suggested criteria for height in Zone C: dispatch visibility, no effect on dispatch radio transmission equipment, impact on occupants in surrounding buildings, "wall street" effect, and in harmony with natural features.

There was discussion on how to best address the rest of Skip Branch's comments. Joan Degiorgio and John Guldner will discuss how to move forward to approach these comments.

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

Joan Degiorgio: The Planning Commission is reviewing this item as it feels the current language in the General Plan is not adequate to address current proposals.

Roger Bourke: Read from his handout of proposed draft language (see attached.)

Skip Branch: This language is much more specific, thanks for taking a crack at it.

Tom Pollard: General Plan is a guiding policy document, this is more of a question to me. It says you need to study all these things but it does not give any guiding policy.

Claire Woodman: Looking at this list, it mostly implies negative impacts and in order to have a net positive recommendation you need to have positive things to consider as well. Suggested adding positive impacts such as economic viability, job creation, emergency access, and others. It is difficult to compare these things, but we need to keep both sides of the coin on the table.

Jan Striefel: Need to consider what we will get out of this that benefits Alta. Is it a trainstop, a parking garage, a land transfer, or something else that may benefit the community?

Joan Degiorgio: Feel comfortable with this language. Asked staff to recast this in General Plan language and include potential benefits to talk about at our next meeting.

Joan Degiorgio: Any last comments from our audience?

- Walter Krebsbach: Going to come up with some sketches and talk to staff hopefully come up with something that works for everyone.

As Mr. Branch left the meeting early there was no quorum present to move to adjourn the Planning Commission meeting.

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 first day of July, 2013.



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?

- 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.

Zone A

(Snowpine, Rustler, Alta Lodge)

Zone B

(Goldminers Daughter, Peruvian)

Zone C

(Shallow Shaft, Photohaus)

Coverage 75%

75%

75% (rec.)

Height 25' above the road, no
More than 4 stories without
a physical setback in the
building

60'

25' (rec.)

Setback 15' from any private property
0 setback from public lands
but we were going to rethink
the 0 setback idea

15' from private property
0' setback from public
but we were going
to rethink the 0 setback
idea

individually (rec.)
determined

?

?

Joan--

At the last PC meeting I took an action item to draft a revised section 4.8, namely addressing the skiing and transportation connections. With very substantial help from Jon, below is the current version. Unless you object, I suggest this be distributed to the PC members before the meeting on the 6th.

Roger

Thanks,
Roger

Section 4.8 Skiing and Transportation Connections

Interconnect is a term used in a variety of ways. Two are relevant to this document: Transportation Interconnect, meaning a means for moving people and/or vehicles from one place to another, and Ski Interconnect that moves skiers generally uphill by a lift then down on skis. As they pertain to Alta and a connection to Big Cottonwood Canyon (BCC) and/or to the Park City area, the former could take the form of tunnels, highway extension, rail line or cable ways. These concepts are very capital intense, the subject of the recently completed Wasatch Mountain Transportation Study, and not likely to materialize within the planning horizon of this document. However, Town of Alta participation in future significant environmental studies is crucial for the Town, and will be discussed further. In either the transportation or the ski connection, it is important for the Town to be fully informed throughout any processes to move either forward.

4.8.1 Ski Interconnect

In the last ten years, the Alta/Snowbird interconnect has been very successful in that it has allowed a more varied experience for skiers in Little Cottonwood Canyon and is a significant attraction to winter sports enthusiasts. Furthermore, it has had little or no adverse impact on either resort or the surrounding communities. Should this arrangement be extended to BCC enabling skiers to travel from Snowbird to Solitude/Brighton and potentially beyond? This question can only be answered after careful study of the following factors:

- Business impact to existing and potentially new enterprises, both summer and winter
- Environmental impact including structures on un-built land, visual, noise, vegetation, and wildlife
- Impact on existing users, including hikers and backcountry skiers
- impact on residents
- Watershed impacts, during both construction and operation
- Safety
- Consistency with the Vision of Alta as espoused in this document, i.e., a world class ski resort and a place of inspiration and relaxation in a spectacular alpine setting.

Once these factors are adequately addressed and should they prove net positive, the Planning Commission could favor a skier interconnect, but should they prove net negative, the Commission could take the opposite position. However, until such a full study has been completed, the Planning Commission withholds its endorsement.

4.8.2 Transportation Interconnect

As described above, the notion of connected to provide real and lasting transportation connections, year round, has been the subject of many studies and discussions for years. There is certainly more momentum recently due in part to the recently completed SR-210 Corridor Study, the Wasatch Canyons Tomorrow Study, and the Mountain Transportation Study. All of these studies had varying degrees of stakeholder outreach and technical analyses, but none went to the level of detail of a full National Environmental Policy Act (NEPA) process.

If such a process as a full NEPA analyses occurs, it is incumbent on the Town residents and appointed and elected officials to be fully and proactively engaged in the process. The issues are so vast and so inter-related that a position of support, or not, for a true transportation connection is premature. The issues are similar to those outlined in Section 4.8.1 but on a much broader and possibly more long-lasting scale. The NEPA process encourages extensive stakeholder engagement and the communities that take the time to understand the issues and opportunities, both current and future, will be better positioned to be a leader in the process. Conversely, communities that are fragmented and poorly informed tend to be in a position of reacting to the NEPA process. Therefore General Plan should encourage proactive participation in the process but withhold a position on whether and transportation connection is desirable for the Town until more information becomes available.

D R A F T

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April 24, 2013

Memo to the Alta Planning Commission

Re: Monday, May 6, 3:00pm Alta Planning Commission Meeting

- 1) Walter Krebsbach invited us to meet at the Shallow Shaft at 3:00pm, prior to our regular meeting for a tour of the site and restaurant. Tom Plofchan, owner of the Photohaus next door, will not be in town, but we can look at his building and site too.
- 2) As a recap, recall that the conversation about amending the Base Facilities Zone started with the feeling that the existing 60' height allowance above the road was too high. We have since been talking about lowering the height, increasing the coverage and establishing setbacks. Currently, property owners can build to 60' above the road; there is a maximum of 25% coverage. As for setbacks, the ordinance states the "*Because of the unique nature of topography and climatic conditions within the town, the side, rear, and front yard requirements will be determined on an individual basis by the land use authority (you).*" In zones "a" and "b" we have settled on a 25' height limit above the road for "a", a height limit of 60' for "b", 75% coverage for both and 15' setbacks from adjacent private property, with no required setback from Federal, public lands.
- 3) Now, we are moving on to our discussion of zone "c" the last area in the base facilities zone, which includes the Shallow Shaft Restaurant and the Photohaus. The two properties in zone "c" are so small that I don't think they have any 15' setbacks now. The Shallow Shaft parcel is .21A, the Photohaus is .13A. The minimum lot size in the base facilities zone is one net developable acre, making both parcels non-conforming as to minimum lot size. A sketch of the Shallow Shaft property shows that there is a 0' setback on the north east corner of the property. There is no site plan on file for the Photohaus. These two buildings were built under special use permit by the Forest Service on Forest lands. In the mid 1980's the owners purchased their parcels. County parcel data that we have been using is attached but it's obviously not accurate. We do know that the Shallow Shaft is currently over coverage, from a previously submitted proposal. We have no information on the Photohaus since no plans or surveys have been done since the land was purchased. With the small lot size, we have to assume the Photohaus is over coverage as well. There is no height information on file either. The Shallow Shaft measured 17'4" from the south east corner. The owner of the Photohaus thinks his building is 38' high. Heights for the town office and Alta Central, which are not in the base facilities zone, are shown on the following pictures.
 - a. Using the same rationale used to establish height, coverage and setbacks in zones "a" and "b", you recommended reducing height to preserve mountain vistas, view sheds and views from neighboring structures and to eliminate any "tall wall" affect as seen from the ski hill or as driving through town. An added consideration for reducing the height in "c" is that it is directly across from the Alta Lodge, and limiting height is important to eliminate any tunnel effect of tall buildings directly across from each other on SR210. Another factor for limiting height in this area is that the police dispatch center is set back from the road, immediately behind zone "c". The dispatchers use visual observations out of the window for road and weather conditions on a regular basis. Various antennas and communications equipment are maintained on the roof of the dispatch center that cannot be blocked.
You further recommended an increase in the coverage both as an offset to the reduction in height, and with the knowledge that there is as great deal of public

open space in the immediate adjacent area. Consistency in coverage allowance amongst the three areas is equitable.

Setbacks are a different issue in this tiny area and are discussed below.

b. As a starting point for zone "c" staff recommendation is:

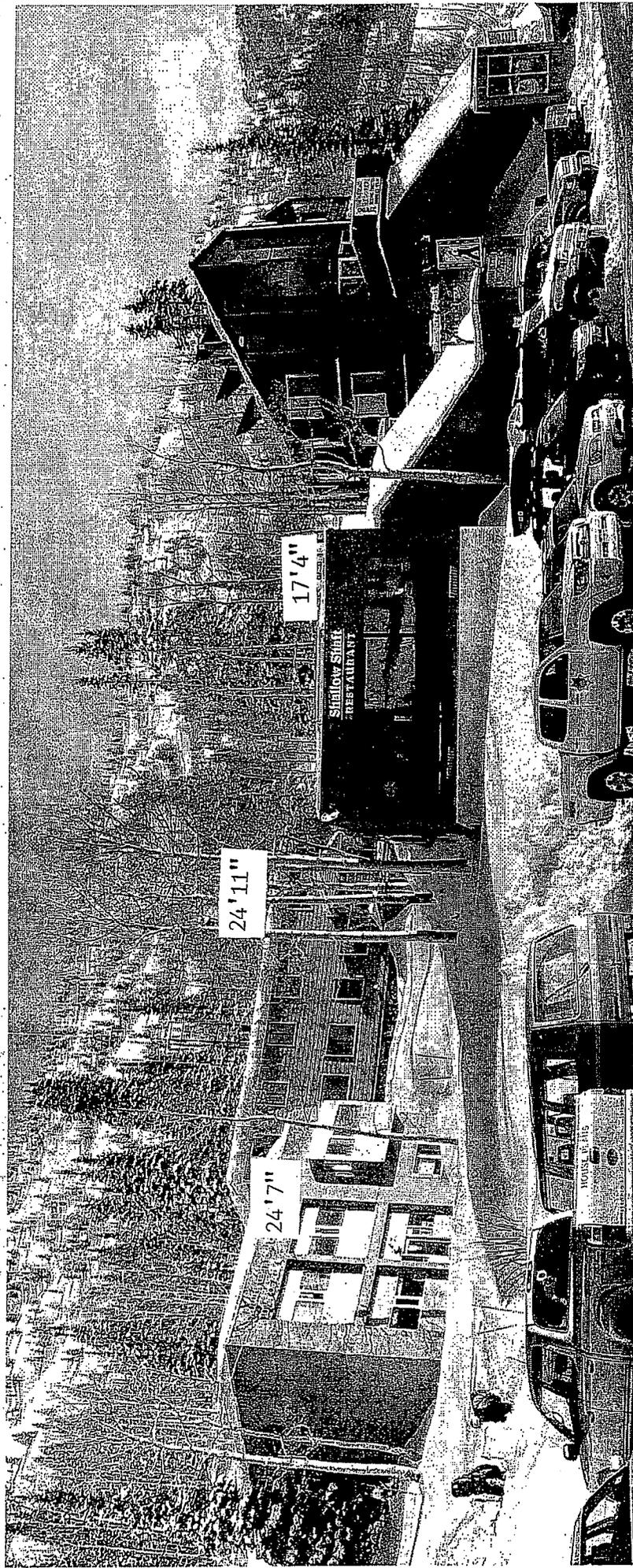
i. 75% coverage

ii. 25' height limitation

iii. Setbacks, leave as status quo, individually determined, taking into account the unique nature of the town as well as the known existing conditions of parcel size, building locations, snow removal and protection of the roads, adjacent structures and vegetation.

4) We will also be discussing what we heard from the lodge representatives at our informal April 4, 2013, lunch.

5) Finally, we will continue our discussion on interconnect utilizing anything you may have found helpful from wasatchsummit.org and the 1989 Salt Lake County General Plan statement on interconnect. Attached are the first few pages from accesswasatch.com and the section on interconnect from the 1989 County Plan, as well as our three versions.



Photohaus

Shallow Shaft

Alta Central

Town Office

300512600

Shallow Shaft Parcel
21A

Problems Parcel
13A

3005126001

3005126002

Shallow Shaft
Plumbing

3005176003

Deep Shaft
Plumbing

Atty
Lodge

3005176004

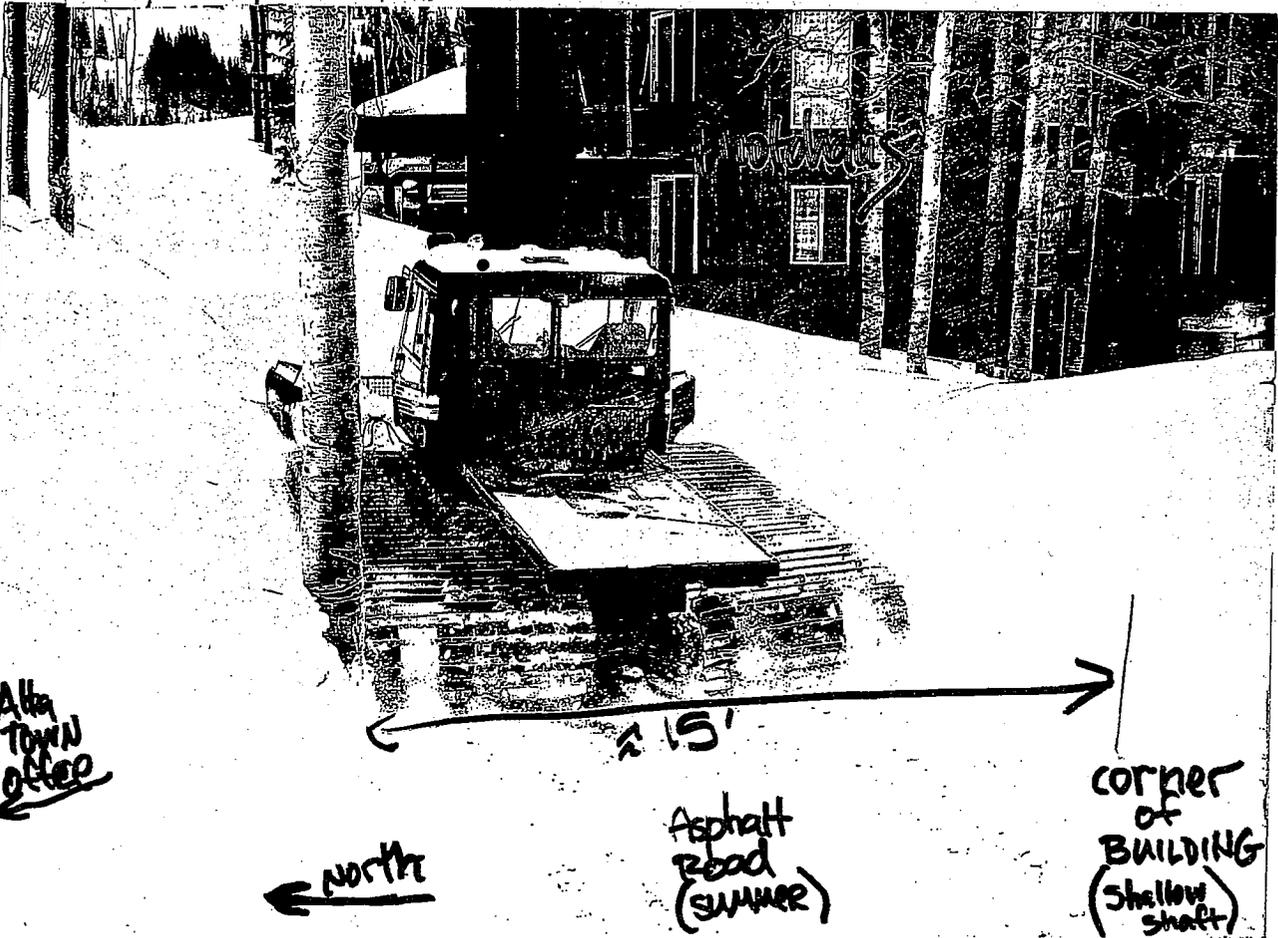
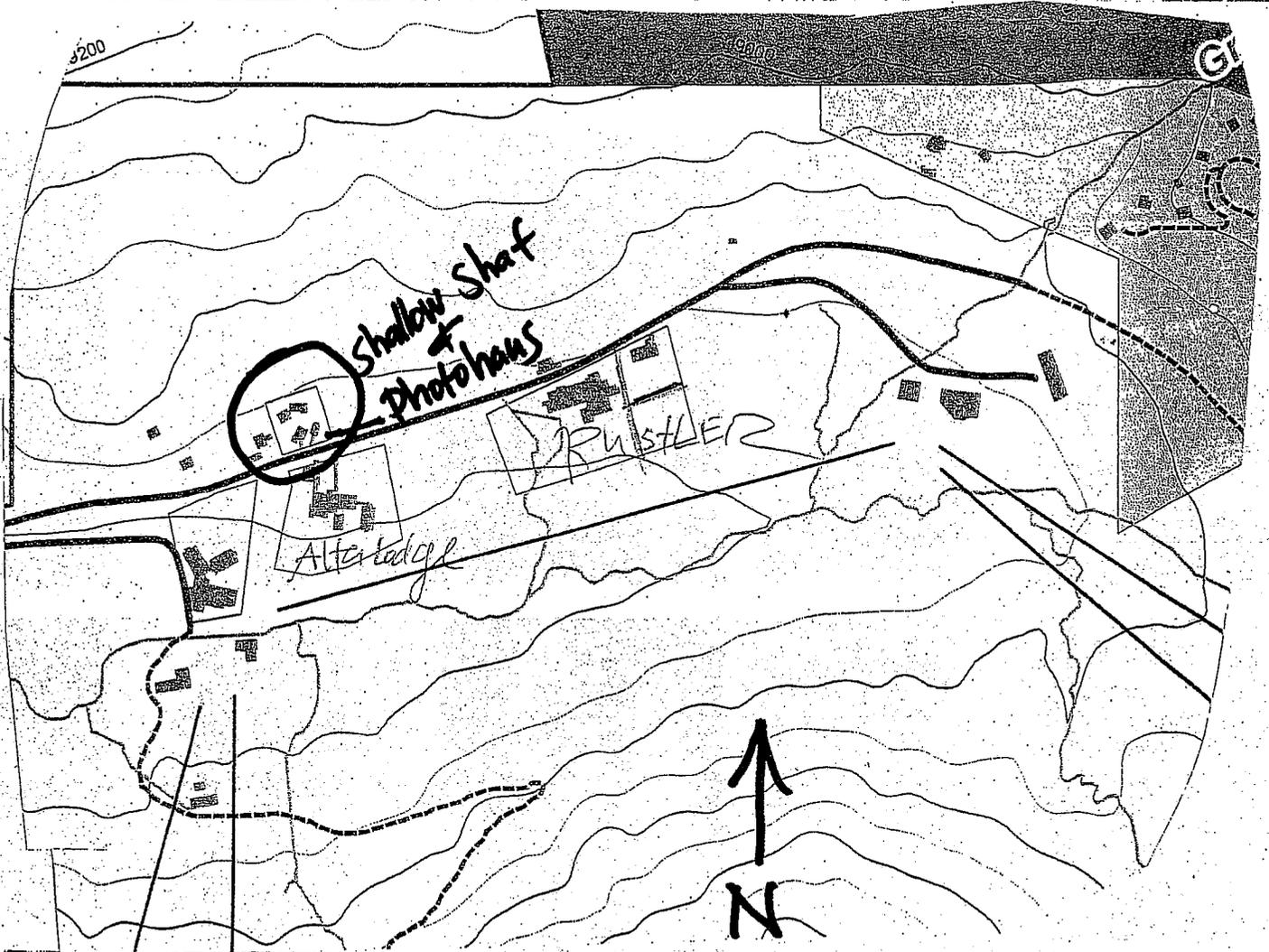
3005176002

3005176005

Little Cottonwood Creek

3005326002

3005177001



Access Wasatch Project

(project name subject to stakeholders input)

Proposed Approach for Project Advancement

Revised 2/27/13

Purpose/Background

The purpose of this document is to propose an approach to finalizing the Central Wasatch Mountains land use and transportation planning work that includes a holistic evaluation and collaborative resolution of transportation improvements, wilderness and watershed protection, land-use planning and economic opportunities.

Recapping recent work up to this point:

The Wasatch Canyons Tomorrow process and resulting report documented overwhelming support for an increase in public transportation service and amenities for access to and within the "Tri-Canyon" area of the Central Wasatch (Mill Creek, Big Cottonwood, and Little Cottonwood Canyons), while at the same time documenting significant public concern regarding increased development and use of the Central Wasatch. In follow-up to that report, Salt Lake County and other federal, state, and local jurisdictions took the next step by conducting three transportation studies – the Mill Creek Transportation Study (completed in August 2012); the Big and Little Cottonwood Canyons Parking Study (completed in summer 2012); and the Big and Little Cottonwood Canyons Mountain Transportation Study (completed in November 2012).

In addition to these transportation studies, Salt Lake County is conducting revisions to its land use general plans for the Central Wasatch as well as an evaluation and potential revisions to its protective Foothills Canyons Overlay Zone (FCOZ) ordinance. The Town of Alta is also engaged in revisions to the general plan and zoning for the 4.5 square mile area at the top of Little Cottonwood Canyon.

Concurrent to the recent studies and planning conducted within Salt Lake County, both Summit County and Park City have conducted land use planning and identified issues and initiatives associated with the Central Wasatch.

The recent visioning and planning processes affecting the Central Wasatch and conducted by numerous jurisdictions identify the need for a comprehensive regional evaluation and decision-making process that creates a framework for the transportation, environmental, economic, and social sustainability.

Next Step

The proposed next step is to enter an environmental process under the National Environmental Policy Act (NEPA). Two Phases are proposed:

Phase 1 would follow a federal process to initiate a Notice of Early Scoping. Early scoping is an optional element of the National Environmental Policy Act (NEPA) process that is particularly useful in situations where, as here, a proposed action (the locally preferred alternative) has not been identified and alternative modes and major alignment variations are under consideration in a broadly-defined corridor. Early scoping constitutes initiation of NEPA scoping while local planning efforts to aid in establishing the purpose and need and in evaluating alternatives and impacts are underway.

The purpose and need for the project will focus on regional connectivity and transportation improvements in the Central Wasatch within the context of a range of other significant interdependent issues and public values at play, using scenario modeling to evaluate cumulative and secondary impacts. These other issues include Wilderness designation and other land preservation efforts, environmental/habitat protection, municipal watershed protection, recreational and economic considerations, commercial ski area considerations, and other potential land use changes. With those issues in mind, this Phase would also evaluate a range of modes and locations for providing improved transit service to and within the Central Wasatch under the various land use scenarios.

Another goal of Phase 1 is to develop and screen initial alternatives. The alternatives considered in the scoping may consist of combinations of transportation improvements and land use changes, potentially including changes to land uses:

- On federal lands administered by the U.S. Forest Service
- In areas protected as the drinking water sources for the Salt Lake Valley under federal, state, and local law
- On city and county public and private lands in Salt Lake, Summit, and Wasatch Counties jurisdictions

Public and agency meetings will be held during the early scoping process.

In **Phase 2**, the alternative(s) advanced from Phase 1 will be evaluated to determine if there are any environmental impacts. If it is determined that there is a federal nexus, a federal lead agency will be identified. Depending on the alternative(s) being advanced from Phase 1, the lead agency may be the Federal Transit Authority (FTA), the U.S. Forest Service (USFS), the Federal Highway Administration (FHWA), or some combination of these and possibly other agencies. If appropriate, the lead federal agency will issue a Notice of Intent to initiate an Environmental Impact Statement (EIS) for the project.

The environmental evaluation effort will include a detailed analysis of the affected environment, identification of environmental impacts, proposed environmental mitigation, secondary and cumulative impacts, draft environmental document, public meetings, responses to comments, final environmental document, and the decision document. Other elements of Phase 2 will include preliminary engineering, cost estimates and funding plan.

Therefore, the following basic structure of a NEPA process for a Central Wasatch decision-making framework is preliminarily proposed:

Phase 1: Scoping/Purpose and Need

Issue a Notice of Early Scoping. FTA will announce that work in this phase may be used as qualified NEPA work. The USFS, the FHWA, and potentially other agencies such as the U.S. Environmental Protection Agency (EPA) and US Fish and Wildlife Service (USFWS) may be included in the Notice of Early Scoping process. Utah Transit Authority, Salt Lake City, Salt Lake County, and others may be joint leads or cooperating agencies depending on legal jurisdiction and special expertise during early scoping.

The outcome of Phase 1 is the project Purpose and Need, and general stakeholder consensus on the following overarching decisions:

Project Element	Primary Affected Stakeholders	Phase 1 Decisions and Deliverables
Transit	UTA, FTA	Mode, general alignment, termini, construction phasing, preliminary cost
Roadway	UDOT, FHWA	Enhanced roadway changes, prelim. cost
Municipal Watershed; source water protection	SLC, Sandy City, Salt Lake County, Park City, USFS, Town of Alta	Land and environmental protection in municipal watersheds, costs associated with conservation easements, land/stream/forest restoration, mitigation, and source water protection
Land Use	Counties, Cities, private property owners, USFS, ski resorts, environmental community	Concept-level land use for jurisdictional master plans, wilderness considerations, ski area considerations, conservation easement considerations
Federal Lands	USFS	Concept plan, identification of any necessary Plan Amendments
Economics & Funding	Governor's Office of Economic Development, State of Utah, UTA	Financial costs and benefits to regions and state. Funding sources, mechanisms, income stream.

Phase 2: Environmental Analysis, Preliminary Engineering, and Funding

Phase 2 will build upon the early scoping work completed in Phase 1, and include:

- Detailed environmental analysis
- Environmental mitigation
- Decision document
- Preliminary engineering and cost estimates
- Funding plan

If there is a federal nexus, a lead federal agency will be identified. If appropriate, the lead agency will issue a Notice of Intent in accordance with NEPA EIS requirements.

The environmental document would advance into Phase 2 based on the locally preferred transportation project identified from Phase 1. Other decisions and projects from scoping will advance in parallel with the transportation project.

Project Scope

The steering committee (consisting of local agency staff; see organization chart below) will develop a project scope of work to complete Phase 1 and 2 as discussed above. This work will be coordinated with the Stakeholder Advisory Committee. See Attachments B and C for draft outlines.

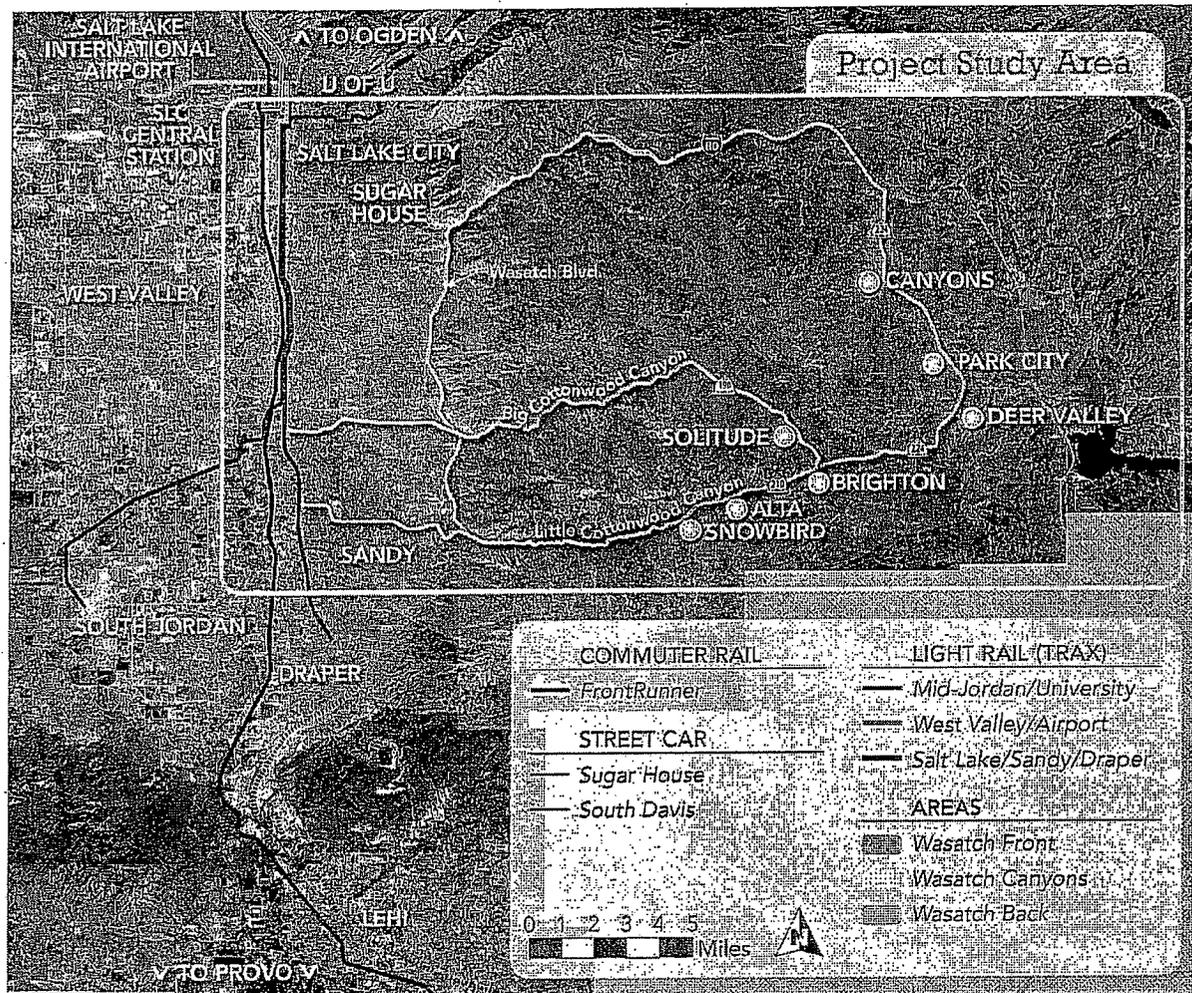
Project Milestones and Schedule

MILESTONE	COMPLETE BY
Develop an agreement between federal and local partners on the process, roles, scope, and responsibilities to advance the project	April 2013
Secure funds for Phase 1 work	April 2013
Issue a Notice of Early Scoping in the Federal Register	April 2013
Execute a NEPA consulting team contract	June 2013
Complete the Phase 1 work within 24 months of issuing the Notice of Early Scoping	June 2015
Secure Phase 2 funding and initiate Phase 2 environmental documents	June 2015
Complete Phase 2	June 2017

Project Cost

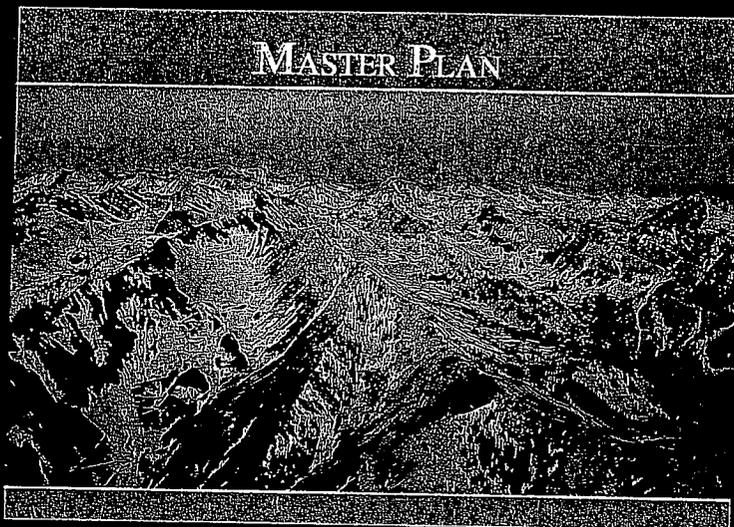
Cost of the Phase 1 work is approximately \$5M, which includes agency and consulting costs.

Phase 2 cost TBD, depending on scope.



Study Area

W A S A T C H
C A N Y O N S



In addition to these Cottonwood Canyon measures, future transportation options to reduce traffic congestion in Mill Creek Canyon should be considered for summer peak use periods. One long-term option is to close the canyon to car traffic during peak-use weekends, establish a park-and-ride facility at the mouth of the Canyon, and provide low-cost bus service.

MOUNTAIN TRANSPORTATION SYSTEM/SKI INTERCONNECT

FURTHER CONSIDERATION AND EVALUATION OF SKI INTERCONNECT EXPANSION BY SALT LAKE COUNTY WILL BE AS A MOUNTAIN TRANSPORTATION SYSTEM SERVING SALT LAKE COUNTY INCLUDING DOWNTOWN SALT LAKE CITY AND THE INTERNATIONAL AIRPORT, WASATCH, AND SUMMIT COUNTIES AND THE COTTONWOOD CANYONS AND PARK CITY SKI RESORTS. CONSIDERATION OF A SYSTEM SHOULD BE VIGOROUSLY PURSUED AND INCLUDE PARTICIPATION BY AFFECTED GOVERNMENTAL AND NON-GOVERNMENTAL ENTITIES, ADDRESSING TRANSPORTATION PROBLEMS IN THE COTTONWOOD CANYONS, AVOIDING SKI TERRAIN EXPANSION WITHIN THE PLAN AREA, ADDRESSING OTHER EXISTING TERRAIN USES, AND ASSESSING ENVIRONMENTAL IMPACTS AND THEIR MITIGATION. NO SPECIFIC TRANSPORTATION MODE IS RECOMMENDED AT THIS STAGE. (SEE THE GLOSSARY IN APPENDIX 6 FOR AN EXPLANATION OF TERMS.)

SKI INTERCONNECT IN ITS PRESENT FORM SHOULD BE MAINTAINED, IMPROVED AND FULLY MARKETED AS GUIDED SKI TOURS AMONG THE CANYON SKI RESORTS AND PARK CITY.

PROPOSALS TO EXPAND INTERCONNECT BEYOND GUIDED GROUND TOURS SHOULD BE CONSIDERED WITHIN THE CONTEXT OF THE BROADER TRANSPORTATION AND SKI RESORT EXPANSION POLICIES OF THE PLAN.

THE PROPOSED INTERCONNECT CHAIRLIFT/SKI TERRAIN SYSTEM CONNECTING THE CANYON RESORTS AND PARK CITY BY ITSELF DOES NOT MEET THE GOALS OF THE PLAN.

IMPLEMENTATION OF A MOUNTAIN TRANSPORTATION SYSTEM WILL REQUIRE AMENDMENT TO THIS PLAN.

AMONG CRITERIA FOR FURTHER CONSIDERATION OF MOUNTAIN TRANSPORTATION SYSTEM OPTIONS ARE THE FOLLOWING:

- 1. FOUR-SEASON USE**
- 2. VISUAL AND NOISE IMPACTS**
- 3. MINIMUM (OR NO) IMPACTS TO OTHER EXISTING USES**
- 4. ABILITY TO PERFORM UNDER ADVERSE WEATHER CONDITIONS**

5. **PROVEN PERFORMANCE RECORD OF TECHNOLOGY AND PUBLIC SAFETY OR COMPLIANCE WITH ESTABLISHED PUBLIC SAFETY CODES OR REGULATIONS**
6. **WATERSHED IMPACTS - construction and operational phases**
7. **WILDLIFE IMPACTS**
8. **EFFECTS ON TOURISM**
9. **MULTI-JURISDICTIONAL INVOLVEMENT IN PLANNING AND DECISIONMAKING PROCESSES**
10. **LIFE-CYCLE COSTS (full costs of construction, operation and maintenance for the life of the transportation mode)**
11. **PUBLIC AND PRIVATE FINANCING OPPORTUNITIES**
12. **MITIGATION OPPORTUNITIES FOR IMPACTED TERRAIN OR OTHER USES**
13. **LONG-TERM RAMIFICATIONS FROM POTENTIAL ASSOCIATED DEVELOPMENT -- ski terrain, resort development, commercial enterprises**
14. **CONSISTENCY WITH THE SALT LAKE COUNTY WASATCH CANYONS MASTER PLAN AND THE U.S. FOREST SERVICE WASATCH-CACHE LAND AND RESOURCE MANAGEMENT PLAN**
15. **COMPATIBILITY WITH CANYON AND AFFECTED AREA-WIDE TRANSPORTATION SYSTEMS**

Authority to make decisions on a potential mountain transportation system is shared by multiple governmental entities and current analysis is fragmented among them. Cooperation is necessary among the U.S. Forest Service, the affected counties and local governments, other governmental entities and the ski resorts to coordinate analysis and share information relative to independent but cohesive decisions leading to planning, design, construction, and operation of a Mountain Transportation System.

No particular transportation mode (tram, roads, cog rail, "super tunnel", cable systems, etc.) should be the focus of consideration until the full range of alternatives are comprehensively analyzed for environmental impacts, watershed implications, engineering feasibility, costs and benefits, socio-economic impacts, and public and private financing options. Modes of transportation for a Mountain Transportation System should be

fully addressed before any option is approved by Salt Lake County or other governmental entities with approval authority.

A Mountain Transportation System would not, by itself, offer the most attractive ski terrain additions for ski resorts, and has as its highest potential an opportunity to efficiently move people between Cottonwood Canyon ski resorts, the Salt Lake Valley, and other ski areas (with potential for Heber Valley).

A Mountain Transportation System must be compatible with this Plan, particularly by recognizing use areas and levels, and by proposing transportation modes that support and perpetuate them. A System could be constructed and operated in phases, but would be subject to amendment of this Plan to recognize the provisions of a Mountain Transportation System.

The present guided tour interconnect affords skiers the opportunity to ski cross country between resorts and ski at more than one resort area in a single day. The program adds another dimension to the Wasatch ski experience.

Proposals have been considered to expand ski interconnect by building conventional chairlifts and opening new ski terrain among the canyon resorts and Park City. This concept, addressed in the Governor's Task Force on Interconnect, identified specific corridors, and by itself would be inconsistent with the policies of the Plan. If new ski terrain were incorporated with the proposed chairlift interconnect, as would be likely, it would conflict with the Plan's policies regarding downhill ski area expansion and protection of existing backcountry ski areas. Alta's Town Council has established a policy opposing any ski lifts in Grizzly Gulch due to public safety concerns. The proposal may have adverse implications for the Salt Lake Valley in terms of infrastructure capacities and economic benefits. A chairlift system could contribute to transportation problems in Big and Little Cottonwood Canyons. The attractiveness of riding in an open chair from Jupiter Bowl to Snowbird is questionable and not satisfactory for four-season use. Finally, a chairlift "interconnect" would not satisfy criteria outlined in this Plan for a Mountain Transportation System.

The chairlift interconnect system concept by itself should only be further considered as a component of an overall transportation system that links the Salt Lake Valley with the ski resorts of Big and Little Cottonwood Canyons, Park City, and possibly the Heber Valley. For the long-term benefit of the Wasatch Mountain region, a mountain transportation system should be comprehensively evaluated before portions of a system are put in place that could be inconsistent with a wise use of our finite Canyon resources.

It would be premature to endorse any one inter-canyon/resort transportation system. Likewise, it would be inappropriate to advocate construction of any system without the analysis, coordination and criteria reviews called for in this Plan. The Inter-Resort Transportation System study underway through the Mountainlands Association of Governments offers an opportunity to perform such analysis.