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ALTA PLANNING COMMISSION
WEDNESDAY, AUGUST 22, 2012
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) Review with possible action on the Planning Commission minutes from the April 5th, and May 16th, 2012 Commission meetings.
- 3) Planning Commission to review with possible decision, a request by the Snowpine Lodge for a new sign.
- 4) Continuation of the discussion with possible action on the height, coverage and density within the Base Facilities Zone.
- 5) Introduction of discussion on amending the interconnect statement in the General Plan.
- 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.

8.13.12

Memo to the Alta Planning Commission

From Guldner

Re: Proposed Snowpine Sign

The Snowpine is requesting a new, 4 sided sign of approximately 70 total square feet, about 20' high, lit, on the northwest edge of the property. Drawings are attached.

Alta's sign ordinance allows signs up to 32 square feet. Anything beyond 32 square feet has to be approved by the Planning Commission.

The purpose of the sign ordinance "*is to eliminate excessive and confusing sign displays that create potential hazards to motorists, pedestrian and property and also to maintain a responsible communication system by setting requirements for the location, size height and lighting of signs that will be compatible with the architecture and landscape of the town*". Not really any hard and fast rules beyond that.

The main concerns for reviewing the current request are size, height, setback from the road, setback from the western property line and lighting.

The sign as proposed is only 5' from the edge of the pavement, inside the established setback for the western property line (established by the western building wall), 20' high and lit.

During initial review of the request, the sign appears to be too close to the road, too close to the western property line and too high for the character of the area. Following are details for other signs along the road. The height and distance from the road were done by field measurements. Actual sign sizes were not measured and were not available on file as most of the signs are continuations/maintenance of old established signs. Pictures are attached.

Rustler Lodge sign, 17' high, 17' from edge of pavement (8 ½ feet from sign body to edge of pavement)

Alta Lodge sign, 21' high, on top of building

Peruvian Lodge sign, 20' high, 13' from edge of pavement

Alta Ski Lifts Upper Entry sign, 18 ½' high, just off the edge of the road

Hellgate Condominiums sign, 20' high, 20' from edge of pavement

Comparing the proposed sign with the others in the area, it does seem proportionally larger, higher and closer to the road. While the Alta Lodge and Peruvian Lodge and Hellgate signs are 21' and 20' high respectively, they are either on top of the roof or set back farther from the road.

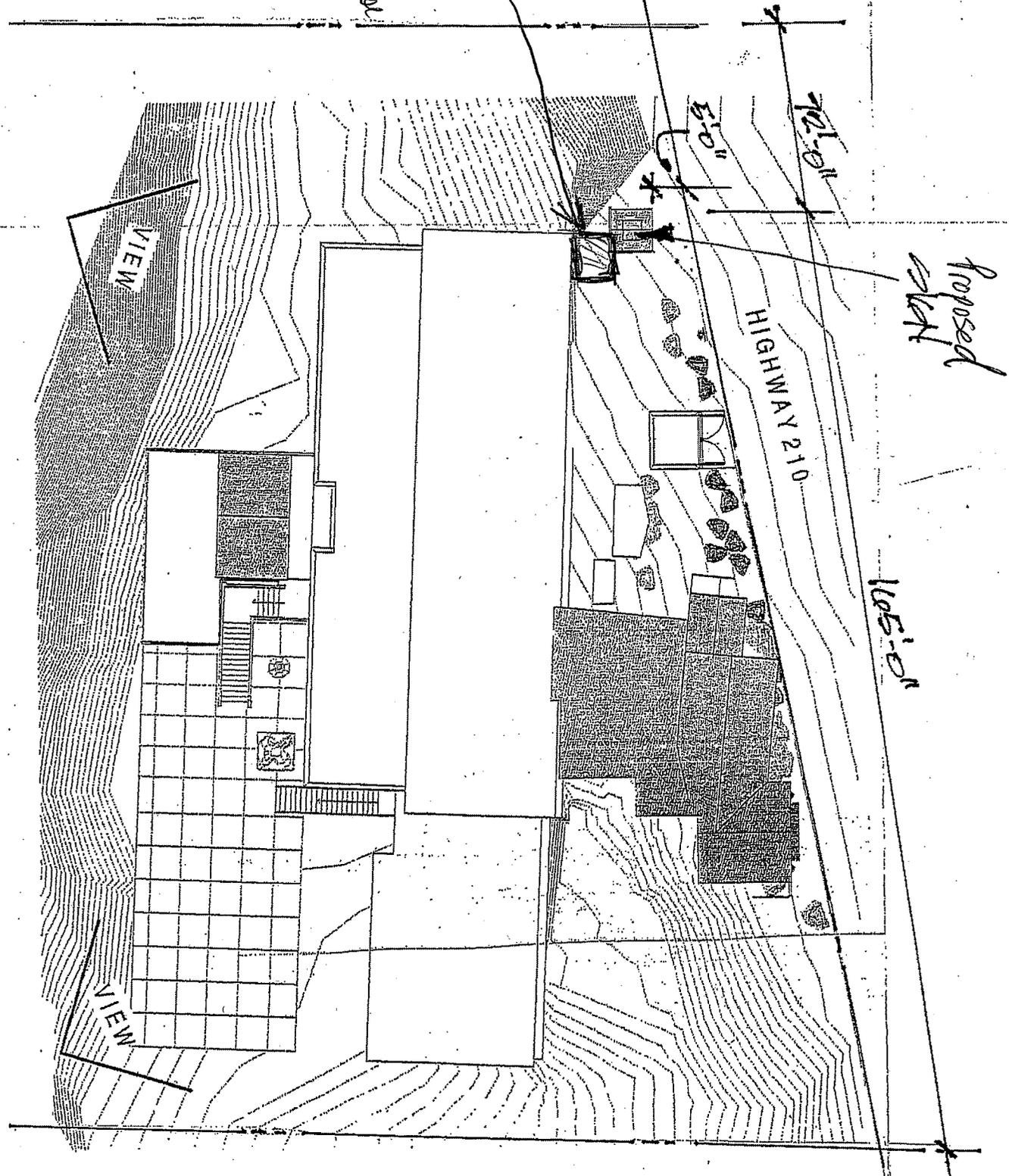
The existing Snowpine sign is a smaller, two sided sign, 17' high, on top of the entry structure. There is no reason the existing sign could not be improved as an alternative and since it is on the entry structure in the middle of the property it could be allowed to go a few feet higher, such as the Alta Lodge sign.

However, the Snowpine would prefer a totally separate sign as submitted. While the proposed sign would be a nice addition to the property, staff recommends that in order to be more in harmony with the ordinance, the character of the area and with the existing signs the new sign be limited to 17' high, set back either adjacent to or on top of the building envelope, and set in to the east so as not to extend beyond the current western edge of the building. The lights as shown appear to be fine. They should be constructed to ensure that the light does not shine beyond the sign or the property lines. We can also discuss whether or not you would like to have an on/off switch for the lights so they could be shut off at some point late at night, which is recommended.

In summary, approval of the proposed sign is recommended with the following conditions:

- 17' height limitation
- set back (south) from the road to at least flush with the building footprint
- set back on the west so that the western building line is maintained as the western setback
- ensure lights do not shine beyond the sign/property and install an on/off switch for late night hours (midnight, two o'clock??? Up for discussion)

8.13.12
Span to be moved
South & East
to at least 7ms
spot -
Air point - Partner
South of East would be
more desirable



Proposed sketch

105' 0" 1'

HIGHWAY 210

VIEW

VIEW

STATE HIGHWAY 210

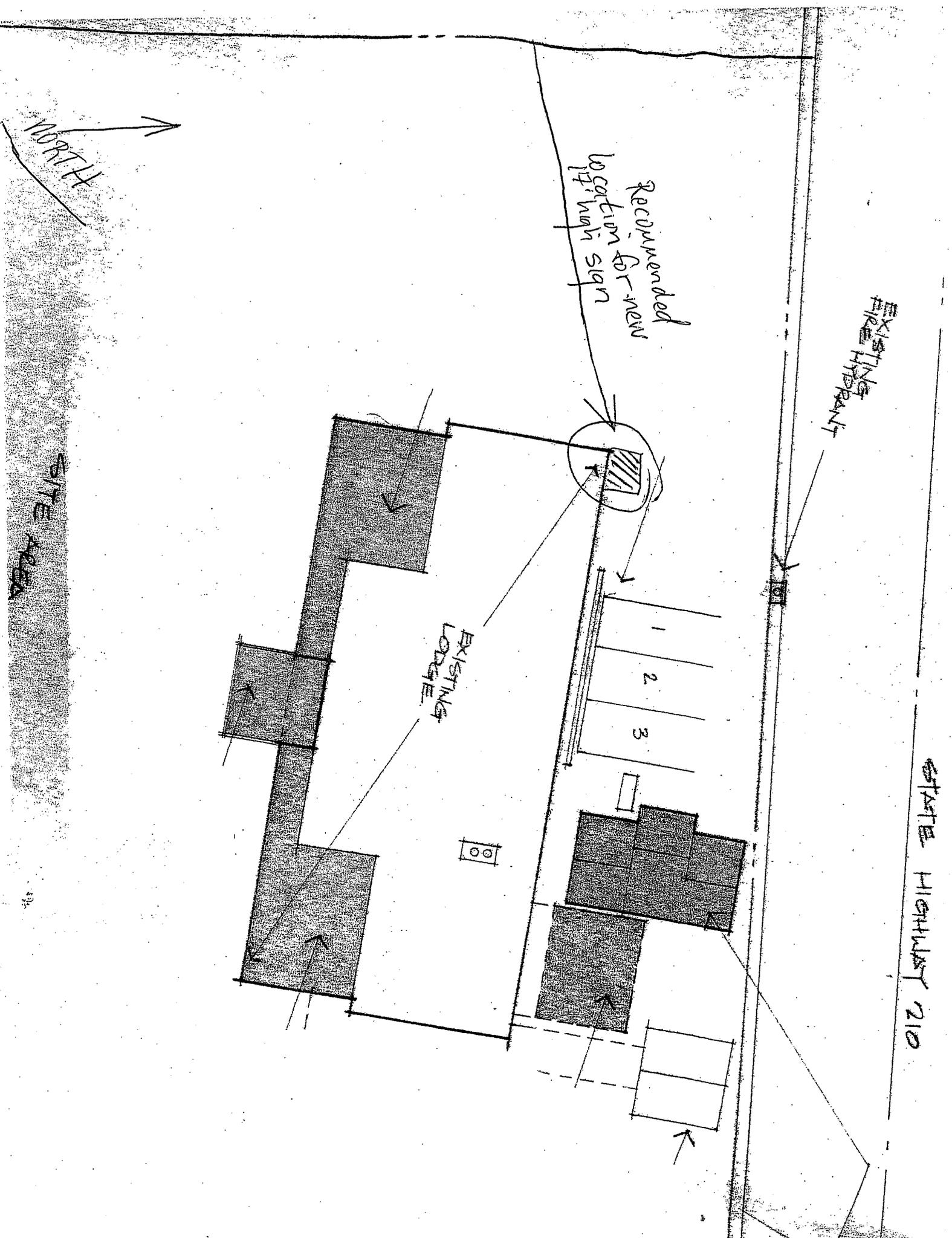
EXISTING FIRE HYDRANT

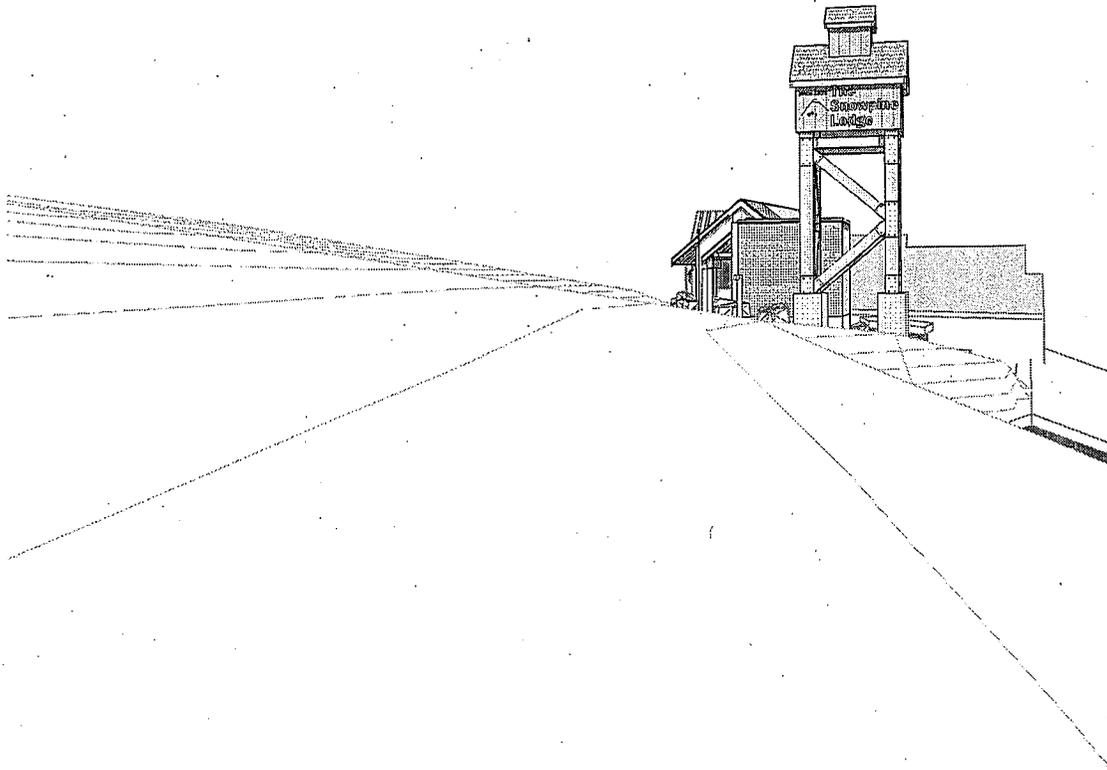
Recommended location for new 12' high sign

EXISTING LODGE

NORTH

SITE AREA





**BUILDING SIGN PERSPECTIVE FROM HWY 210 -
FOR REVIEW**

1

SCALE: NTS



Snowpine Lodge

Project Number 11725
Date 7/11/2012 10:35:07 AM

BUILDING SIGN - HWY 210 PERSPECTIVE

BS106

PROVIDE STRIP MOUNTED LIGHTING ALONG UNDERSIDE OF OSB SHEATHING TO ILLUMINATE CAST ALUMINUM LETTERING TYP. ALL FOUR SIDES OF SIGN - LETTERING SHALL HAVE PATINA FINISH TO MATCH PATINA AT GUSSETS, ETC, TYP. - NOTE: SIGNAGE GRAPHICS AND TEXT T.B.D.

ASPHALT ROOFING SHINGLES OVER CONT. ICE & WATER SHIELD OVER 5/8" THICK O.S.B. TYP., BOTH ROOFS OF SIGN - EXPOSED EDGES AND FACES OF O.S.B. TO BE PAINTED BENJAMIN MOORE 'CLINTON BROWN HC-67' OVERBUILD WITH PAINTED CHANNEL SIDING - SEE SIDING NOTES BELOW

(4) TRUSSES, EQUALLY SPACED COMPRISED OF 4X4 MEMBERS

1/2" DIAMETER BOLTS WITH PATINA FINISH, TYP

10X10 TIMBER BEAM MEMBER, ALL (4) SIDES

3/4" THICK WOOD CHANNEL SIDING OVER (2) LAYERS 3/4" THICK EXTERIOR GRADE PLYWOOD, MOUNTED TO 10X10 VERTICAL MEMBERS WITH CONCEALED FASTENERS - MITER OUTSIDE CORNERS AND PAINT ALL SHEATHING AND SIDING BENJAMIN MOORE 'CLINTON BROWN HC-67'

8X10 TIMBER MEMBER

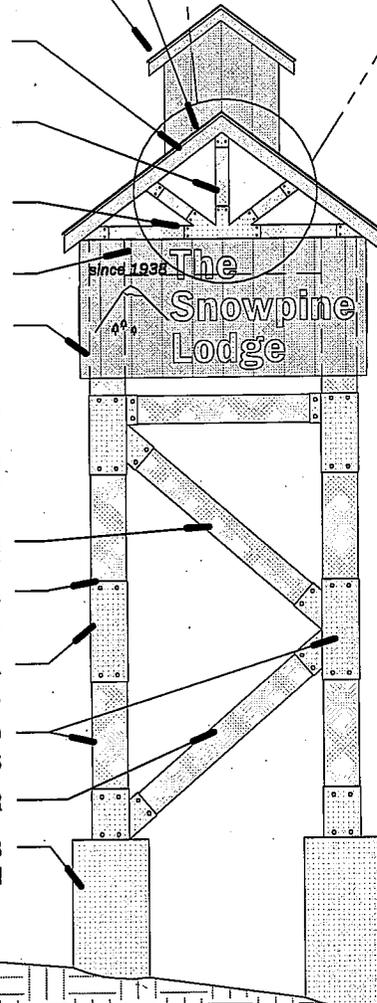
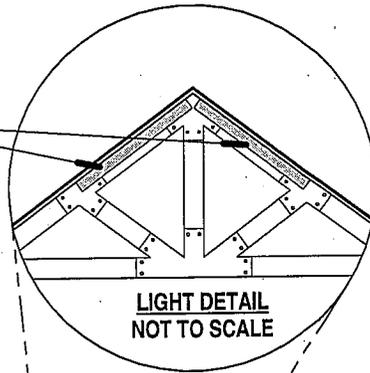
1" DIAMETER BOLTS WITH PATINA FINISH, TYP.

3/8" THICK GUSSETS PAINTED WITH PATINA FINISH, TYP.

10X10 TIMBER COLUMNS - EXTENDS TO UNDERSIDE OF TIMBER TRUSSES

8X10 TIMBER MEMBER

20" DIA. CONCRETE BASE TYP. @ EA. 8X8 TIMBER COLUMN



BUILDING SIGN - SOUTH ELEVATION - FOR REVIEW

1

SCALE: 1/4" = 1'-0"

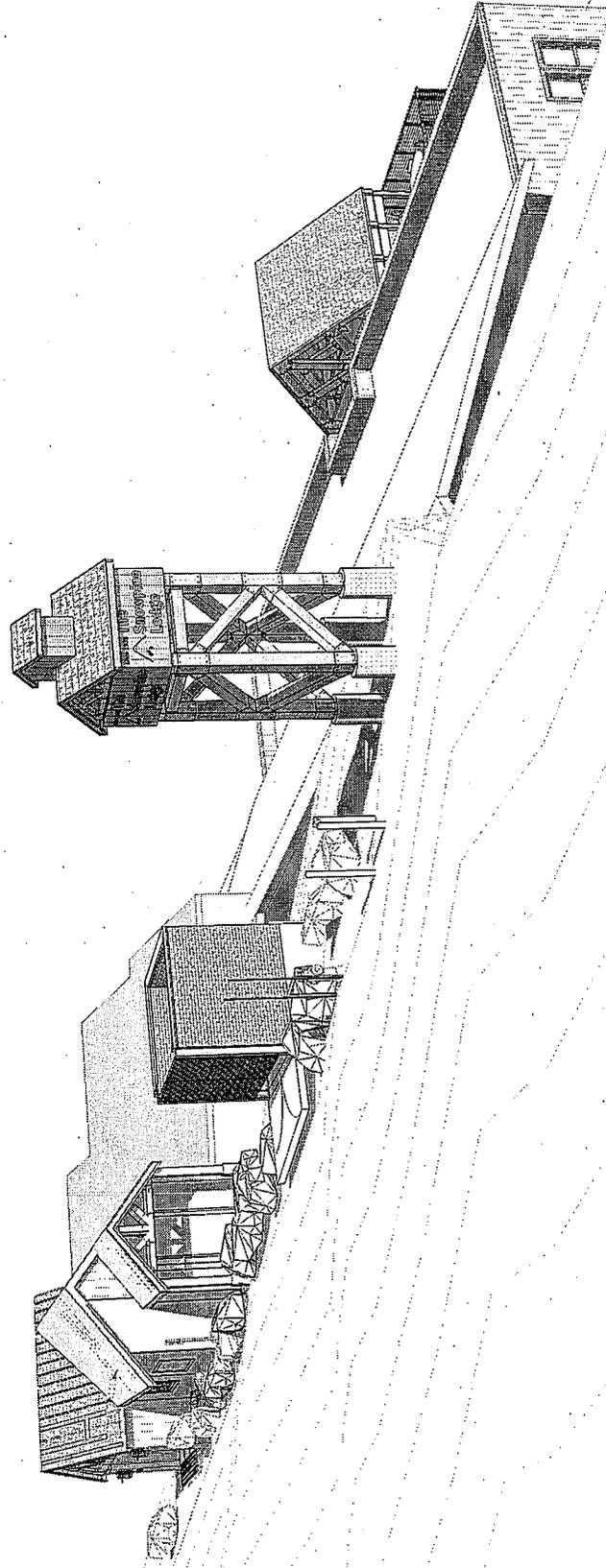


Snowpine Lodge

Project Number 11725
Date 7/11/2012 10:19:56 AM

BUILDING SIGN - SOUTH ELEVATION

BS104



BUILDING SIGN BIRDSEYE PERSPECTIVE - FOR
REVIEW

1

SCALE: NTS

Snowpine Lodge



Project Number 11725

Date 7/11/2012 10:34:33 AM

BUILDING SIGN - BIRDSEYE VIEW

BS107

ASPHALT ROOFING SHINGLES OVER CONT. ICE & WATER SHIELD OVER 5/8" THICK O.S.B. TYP., BOTH ROOFS OF SIGN - EXPOSED EDGES AND FACES OF O.S.B. TO BE PAINTED BENJAMIN MOORE 'CLINTON BROWN HC-67'

OVERBUILD WITH PAINTED CHANNEL SIDING - SEE SIDING NOTES BELOW

(4) TRUSSES, EQUALLY SPACED COMPRISED OF 4X4 MEMBERS

10X10 TIMBER BEAM MEMBER, ALL (4) SIDES

PROVIDE STRIP MOUNTED LIGHTING ALONG UNDERSIDE OF OSB SHEATHING TO ILLUMINATE CAST ALUMINUM LETTERING TYP. ALL FOUR SIDES OF SIGN - LETTERING SHALL HAVE PATINA FINISH TO MATCH PATINA AT GUSSETS, ETC, TYP. - NOTE: SIGNAGE GRAPHICS AND TEXT T.B.D.

3/4" THICK WOOD CHANNEL SIDING OVER (2) LAYERS 3/4" THICK EXTERIOR GRADE PLYWOOD, MOUNTED TO 10X10 VERTICAL MEMBERS WITH CONCEALED FASTENERS - MITER OUTSIDE CORNERS AND PAINT ALL SHEATHING AND SIDING BENJAMIN MOORE 'CLINTON BROWN HC-67'

8X10 TIMBER MEMBER

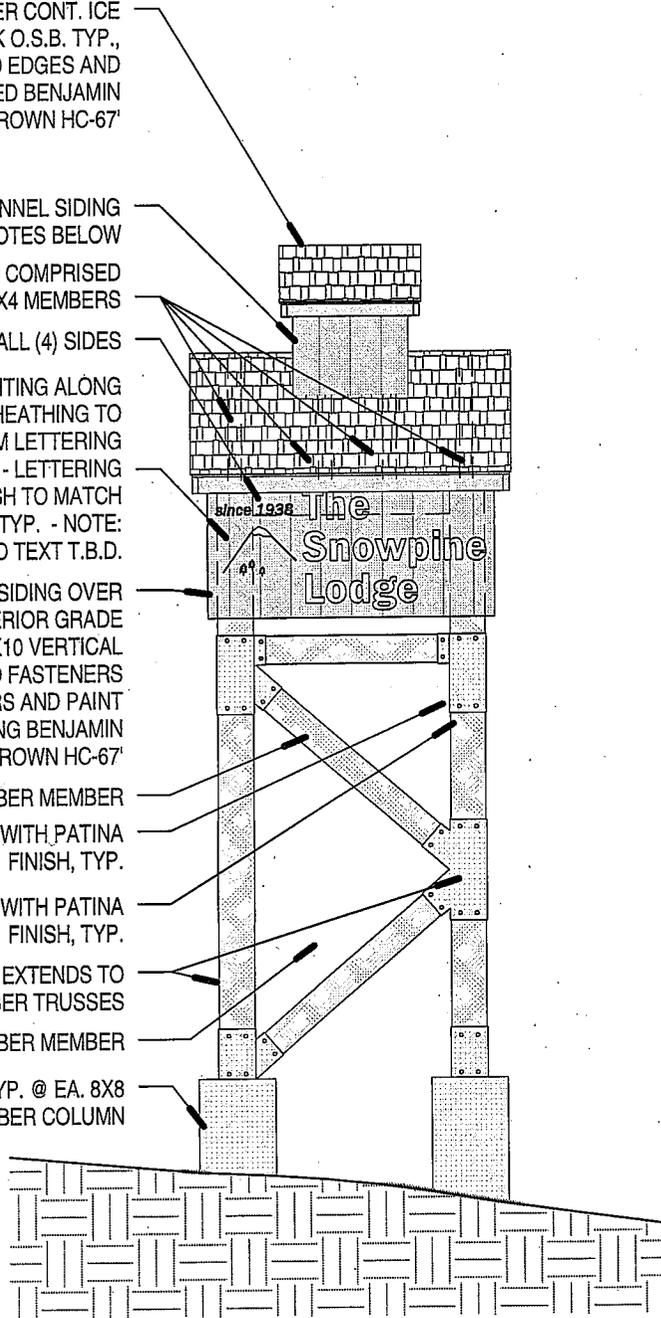
1" DIAMETER BOLTS WITH PATINA FINISH, TYP.

3/8" THICK GUSSETS PAINTED WITH PATINA FINISH, TYP.

10X10 TIMBER COLUMNS - EXTENDS TO UNDERSIDE OF TIMBER TRUSSES

8X10 TIMBER MEMBER

20" DIA. CONCRETE BASE TYP. @ EA. 8X8 TIMBER COLUMN



BUILDING SIGN - WEST ELEVATION - FOR REVIEW

1

SCALE: 1/4" = 1'-0"

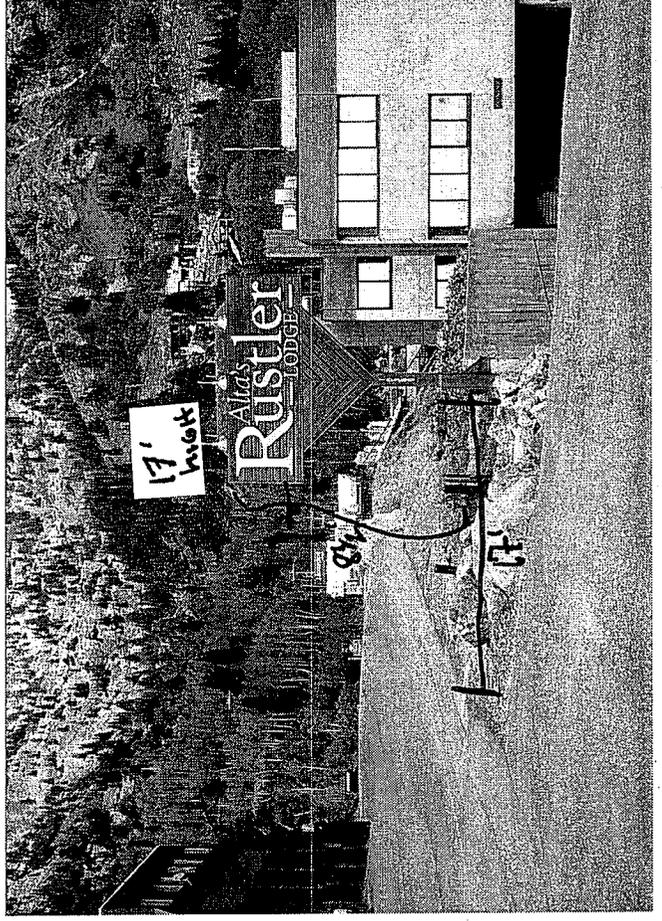
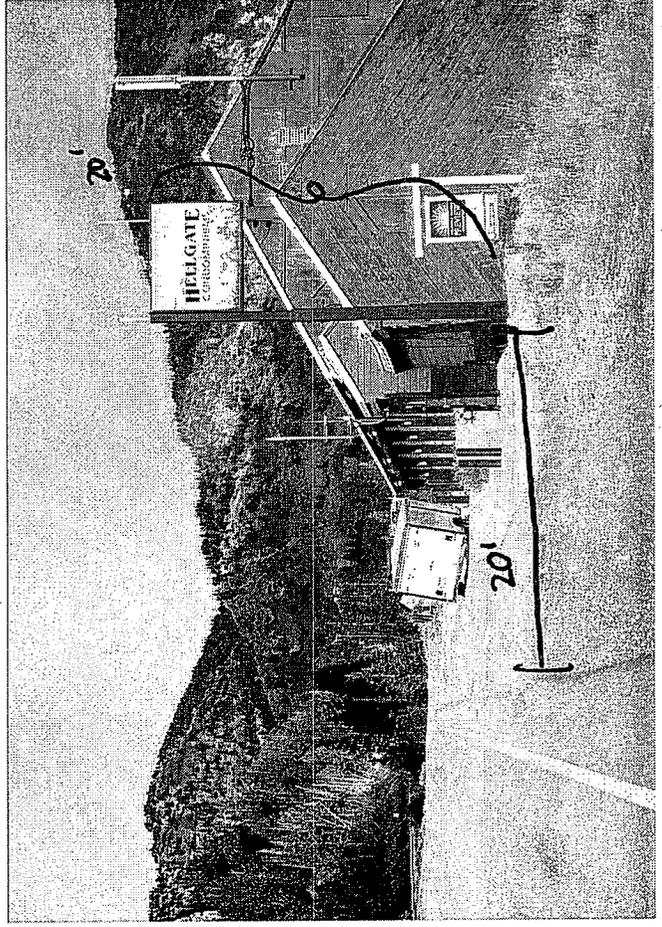
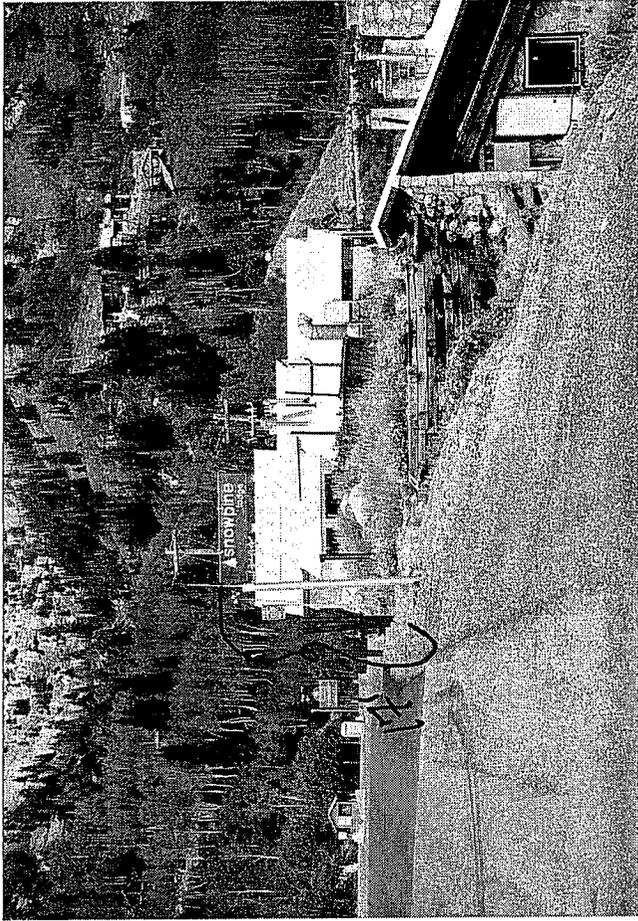
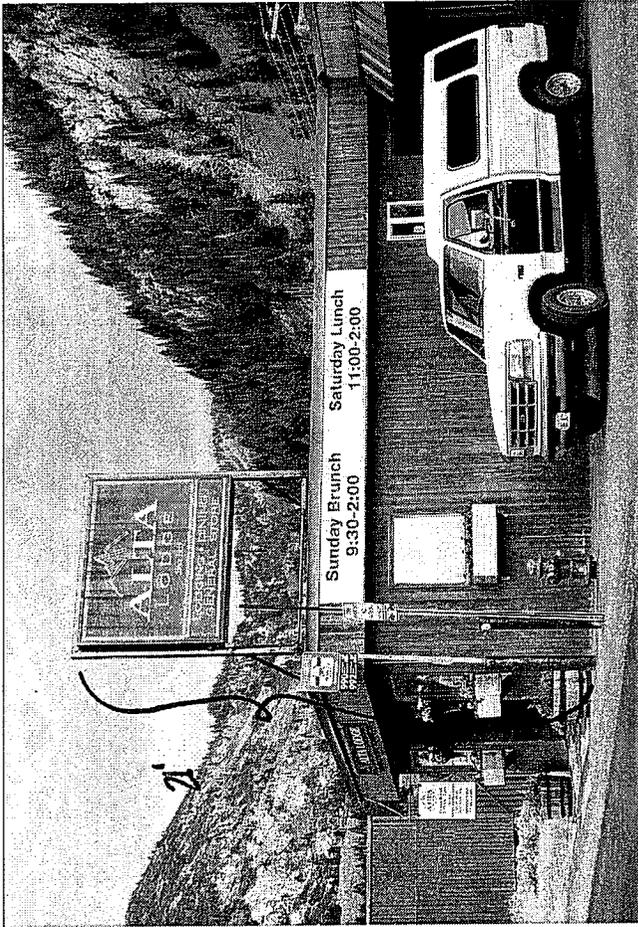


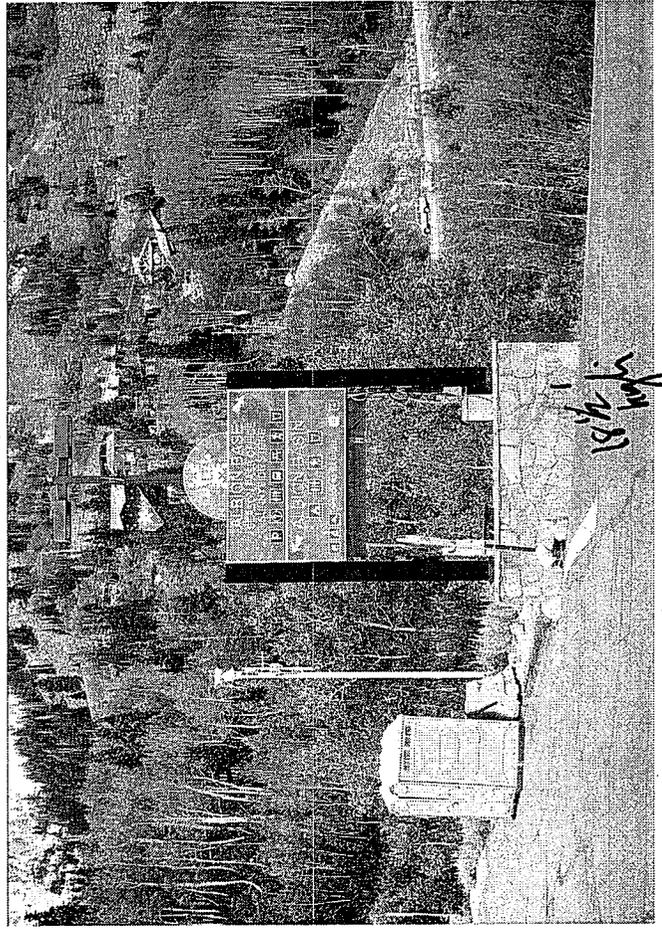
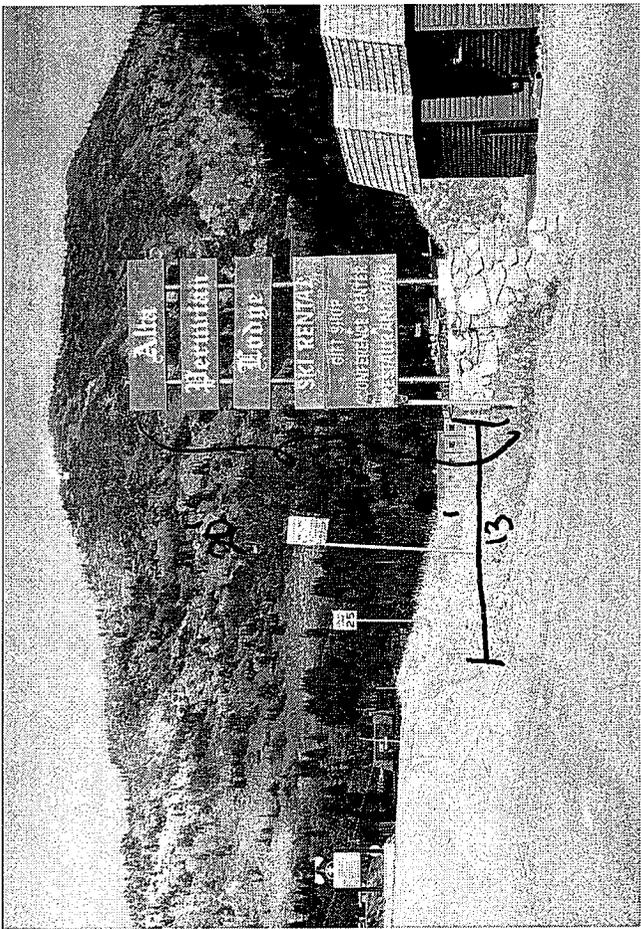
Snowpine Lodge

Project Number 11725
Date 7/11/2012 10:19:24 AM

BUILDING SIGN - WEST ELEVATION

BS105





main points from
our walking tour

Commercial Zone

There should be a commercial zone from Albion Grill to the Peruvian – this should be part of the Master Plan but not necessarily put into ordinance – as it is not totally under our purview. If we did so, there is a question about the degree to which that might change values. Also, I was thinking later – perhaps we need to map those in-between areas. Are there really any appropriate for development (not wetland/riparian), not in the way of avalanches, etc?

Height

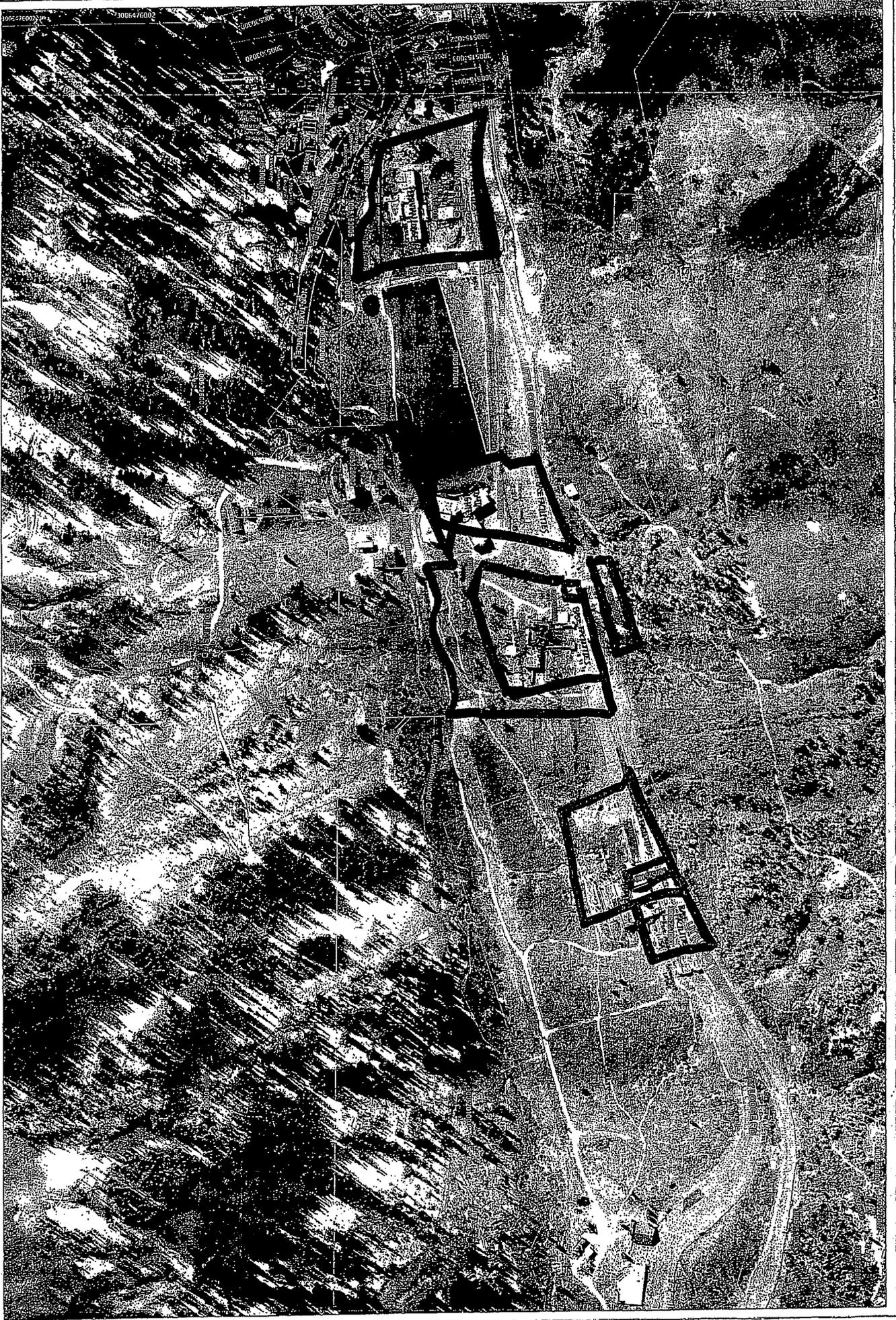
Building heights should be parallel to the road. People should notice the great views vs. the buildings. We should require that roof-top equipment, etc., be screened. So we can communicate to the public what we mean when we talk about the “great views” we should identify/document our “viewshed.”

Design

We need some kind of design review committee so that as buildings are replaced in the future – there is an overall direction we want to point them.

Coverage

There seems to be a consensus that the coverage could be increased. If that happens, public access and snow removal corridors should be provided for in the decision.



Paros
Sireams

by Compendium, Inc. Office of
Salt Lake County Auditor
Salt Lake County Clerk
Salt Lake County Engineer
Salt Lake County Recorder

ALTA OWNERSHIP MAP

Prepared by the Office of
MEND J. DEBONT/NTLS
3301 Lake County Center
Salt Lake City, UT 84143
313-1111
11/18/2024



Property	Gross Acres	Est. Net Acres	Existing Rooms FM-10	Max. Rooms FM-10	25% Inc. 25/A	50% Inc. 30 1/2 A	60% Inc. 32/A	75% Inc. 35/A
Alta Lodge	4.03	2.71	56	54	67	81	86	94
Goldminers	2.81	2.15	80	43	53	64	68	75
Peruvian	6.92	3.4	80	68	85	102	108	119
Rustler	3.19	2.63	56	52	65	78	84	92
Snowpine	1.19	~.9	~12	18	22	27	28	31
Totals			284	235	292	352	374	411

Total Number of Rooms Over Existing Allowed

-49 8 68 90 127

The Council actually chose 65% increase
80%

33/A

89
70
112
86
29
386

102 more rooms allowed
36% increase
over 1989

Notes: Coverage in FM Zones is based on site area, while net developable is used in determining density.

Forest Service Records show that Goldminer's Daughter had 3.2A at the time the land exchange purchase was made.

Land area for the Peruvian Lodge was taken from a 1973 Fitzhugh/Scott proposal which detailed total and net developable area.

Other acreage figures were taken from a submittal by Jeff Anderson based on information obtained from the forest service.

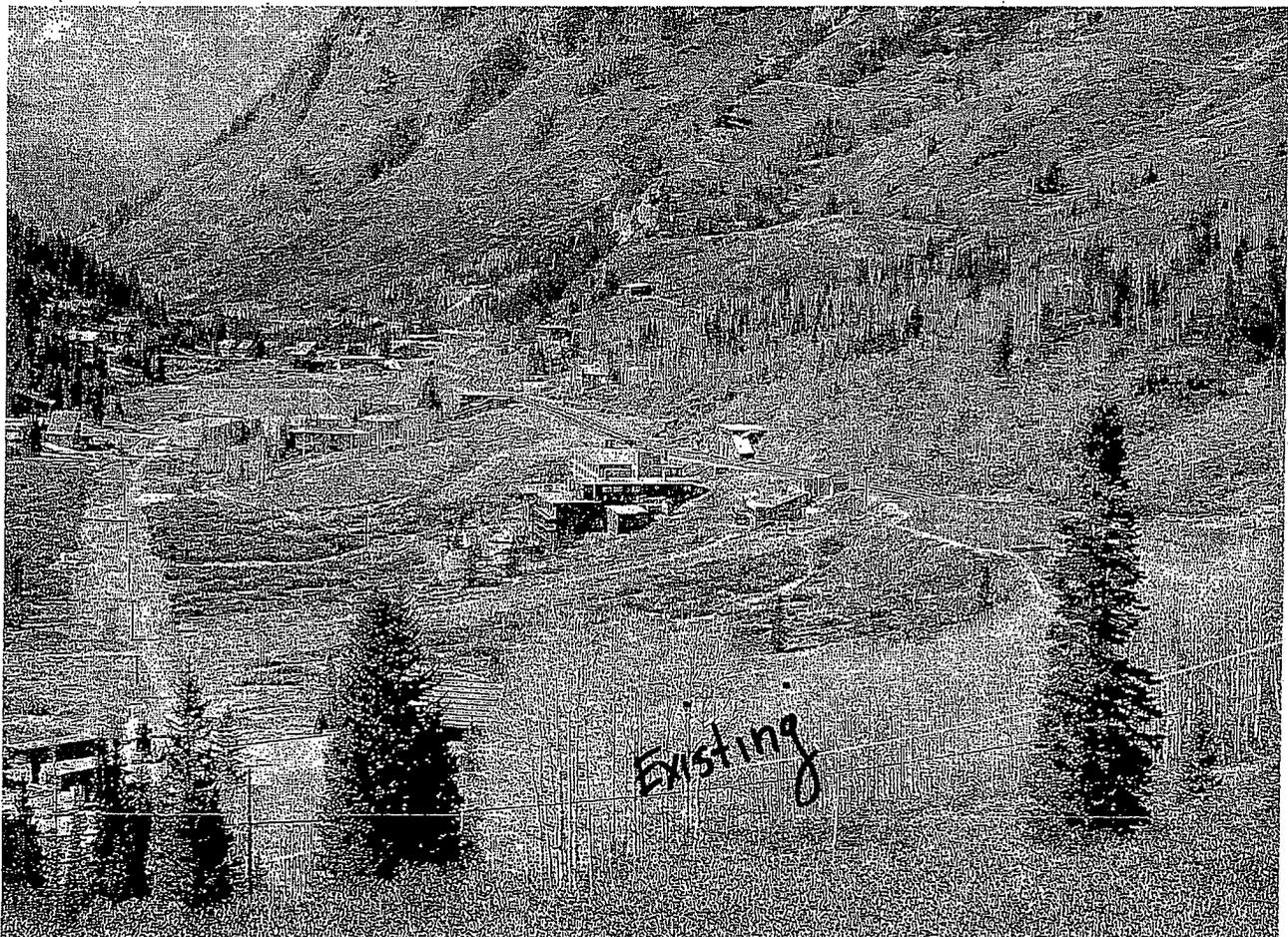
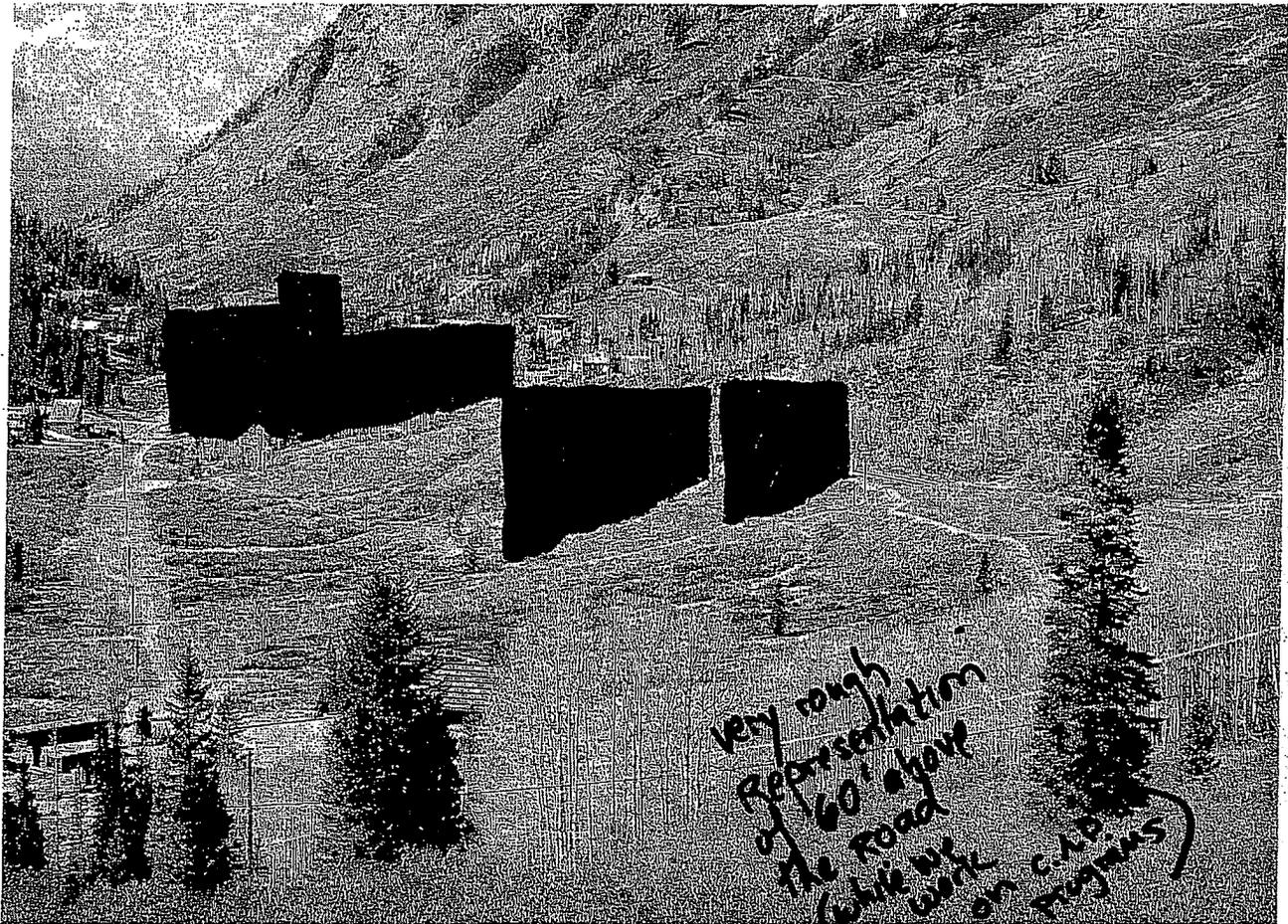
Snowpine gross acreage is the Forest Service permit area, no record was found of net developable, .9 is an estimate.

Existing room figures for Snowpine do not quite fit this chart due to its dormitory operations. Currently, Snowpine has capacity for 25 guests, in the past it has had capacity for up to 35 guests. Assuming double occupancy, this could be seen as the equivalent of between 12.5 to 17.5 guest rooms.

All of the above numbers have been rounded down to the nearest whole number as required by the conditions of the Base Facilities Zone.

7-7-89

SR28-000009



~~1992~~

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 OPPOSES 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.

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~~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.

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.