

## **Mall Area Transit & Parking Plaza General Design Criteria 1999/2000**

### **Comments and Notes from Public Outreach Session on 2/16/07**

#### **RESPONSES BY SHEET:**

**#1A. Under Conference Area on temporary conference tent – “Only if it will be a quality space that planners will use.”**

**#1B. Under Pedestrians on moving ramps or escalators – “Keep people out of traffic with escalators, bridges, etc – Remembering that they may be in ski boots.”**

**#2A. Under Pedestrians – “Benedict Trail?”**

**#2B. Under Bus Transit on Coordinate operation with BV “SNMS Center?”**

**#3A. Under Bus transit – “Mostly open to sky.”**

**#3B. Under Bus transit on items TOSV and RFTA bus bays – “Integrated”**

**#3C. Under Car parking on spaces near Mall – “Lower Level OK.”**

**#3D. General Comment – “More consideration to Private development generating capital – on Town land.”**

**#4A. Under Pedestrians on access from Mall must be easy and short – notes 6<sup>th</sup> choice.**

**#4B. Under Bus Transit on smooth flow of buses... separate from car – notes 7<sup>th</sup> choice.**

**#4C. Under Car Parking on maximize parking spaces near Mall – Notes 8<sup>th</sup> choice.**

**#4D. Under Other Considerations on plan for taxis, lodge vans and charter buses – notes 9<sup>th</sup> choice.**

**#4E. Under Other Considerations on Improve pedestrian friendliness of Elbert and Daly lanes – notes 10<sup>th</sup> choice.**

**#5 General Comment – “All ADA Accessible.”**

#### **#6 Emailed Comments:**

##### **1. Pedestrians -**

a. pedestrian plaza/park at same grade as Mall, above covered bus transit area;

Perhaps the this area above the transit area could enter into an open or covered atrium with supporting services such as eateries, conference facilities, day care (for guests and locals) on the plaza level and possible hotel/lodge above or beside the space or elsewhere to help pay for the 20% share or match by the Town either as 'community purpose' by Applicant for contribution to the transit center, which in turn might help to mitigate increases in density if proposed and the related traffic impacts;

b. pedestrian ramps and escalators on both sides of upvalley and downvalley regional and local transit service to avoid pedestrian crossings of bus/vehicular ways;

c. Improve pedestrian friendliness of Daly and Elbert Lanes - segregate walkways from the streets separate in between by landscaped parkways and connect all the way from transit center or parking areas to the ski slope.

##### **2. Bus Transit -**

a. Provide comfortable waiting areas with heated spaces, public restrooms and possible concessions;

b. Separate smooth flow of transit traffic from other vehicular traffic.

3. Car Parking -

a. Increase the number of "pocket" spaces for small parking areas for both short-term parking and kiss-n-ride and to spread out the traffic parking impacts in the vicinity.

4. Loading and Delivery -

a. Increase the number of "pocket" spaces for small loading/service areas, also along Daly and Elbert Lanes;

b. Separate transit ways from loading/service areas where feasible, with the assumption that the transit center would have its own loading/service area with an enclosed bus garage.

5. Sense of Arrival -

The Transit Center with mixed-use components together with acceptable, unique design could provide the 'sense of arrival' in and of itself. Certainly way finding signage upon arrival is important too.

**#7 Emailed Comment**

Are there any plans to provide skiers easier access to the slopes? As you know everyone has to walk a block through the mall after their RFTA commute or climb the stairs and do the same using the village shuttle service.