

Project Narrative  
Amendment to Special Use Permit PP2006-005

The original Special Use Permit 94-223 was issued by the Board of County Commissioners on December 13, 1994 for the “Stagecoach Ski Area – Permit for Recreational Resort” for the uses and improvements illustrated on the “Stagecoach Ski Area Site Plan”. This SUP was subsequently amended by the Special Use Permit PP2006-005 issued on July 25, 2006, to account for the reduction in lands covered by the SUP necessitated by the removal of the lands associated with “The Meadows at Stagecoach” subdivision, and the “Stagecoach Marketplace, A Planned Unit Development” that were both approved subsequent to the original 1994 SUP approval. On April 12, 2022 a minor amendment to the 2006 SUP was granted to combine two of the ski lifts originally approved into one continuous lift from the bottom to the top of the mountain, which required a slight realignment of the ski lift.

The existing special use permits simply referenced the “ski lifts” and don’t specifically reference the type of ski lift that are approved. However, the 1994 application did reference rehabilitation of the existing ski lifts, which were originally chairlifts when installed in the early 1970’s, therefore it’s assumed that the approved ski lifts are chairlifts. The proposed ski lift is to be a gondola, and therefore the necessity for this site plan amendment request. In addition, the alignment of the ski lift is proposed to be shifted, and the top terminal relocated further back from the edge of the top of the mountain to minimize the visual impact of the proposed ski lift, as all is shown on the plans referenced above.

The requested amendment is not substantial, and in fact met the criteria to be considered a Minor Amendment pursuant to section 4.32 B.2. of the County’s UDC. The following outlines each of the criteria followed by an explanation of how the proposed change from the chairlift to a gondola meets the respective criteria, and details the requested amendment.

*a. The proposed amendment is to amend or delete conditions of approval that are either obsolete or no longer serve the intended purpose; or*

Not applicable, there is no amendment or deletion of a condition of approval requested.

*b. The proposed amendment meets all of the following:*

*i. The proposed amendment will not increase permitted building square footage by more than 25% (building permits may still be required); and*

The following is a summary of the findings of the attached comparative analysis between the terminal structures associated with both the approved chairlift and the proposed gondola.

- a decrease of 212 square feet or 7.7% in the area of the Overhead Canopy Structure,
- an increase of 672 square feet, or 17.2% in the area of the Platform deck associated with the Loading and Unloading area, and
- an increase of 1.3 feet, or 5.9 % in the height of the Overhead Canopy Structure above the loading deck.

None of these changes in the terminal design to accommodate the proposed gondola exceed the maximum threshold of 25%, and therefore the proposed amendment meets this criteria.

*ii. The proposed amendment will not increase traffic generated by more than 20%; and*

The chairlift has a higher capacity at 2,800 pph than the proposed gondola at 2,400 pph, and therefore will not increase the capacity of the skiers on-site and in turn will represent a decrease the potential traffic generated to the site. (see memo prepared by SE Group)

*iii. There is sufficient land available to support any increased intensity of use.*

The gondola proposed to be installed is in substantially the same location as was considered in subject SUP approval, except for a slight realignment of the lift, and sets the upper terminal back from the edge of the top of the mountain to minimize the potential visual impact (see 3D ; and as outlined above, and the attached plans, the area required to construct the chairlift terminals vs. the gondola terminals are substantially the same, and therefore no additional land area will be required by the installation of the proposed gondola. Although the upper gondola terminal is proposed to be relocated slightly away from the edge of mountain there is adequate land available to accommodate this relocation as illustrated on the attached site plans.

Although the subject amendment was originally requested under the above referenced minor amendment process, the Planning Director by email date 5/3/24, found that “Since there was already one Administrative Approval granted for Special Use Permit (SUP) PP2006-005 for the ski lift in question, it is not appropriate to process another Administrative Approval request for the ski lift through SUP PP2006-005. Therefore, the current request must come through the proper public process as a Special Use Permit”

The following is the supporting documentation submitted with this application referenced above:

- Gondola Alignment plan prepared by SE Group, dated February 2024, illustrating the proposed slight realignment of the proposed lift.
- Existing Conditions Maps prepared by Design Workshop, dated March 2024, illustrating the proposed slight realignment of the proposed lift.
- Site Plans of the top and bottom terminal area overlaid onto the aerial photograph prepared by Kimley Horn, dated 2/21/24.
- 3D Visual assessment, prepared by Design Workshop, dated February 2024, of the potential visual impacts from the public road rights-of-ways.
- Detailed terminal plans for the Gondola, prepared by Doppelmayr, dated 2/1/24
- Detailed terminal plans for the Chairlift, prepared by Doppelmayr, dated 6/21/21
- Comparative Analysis of the design specifications for the Gondola and Chairlift.
- Letter dated June 16, 2023, prepared by Doppelmayr, comparing the terminal dimensions for the gondola verse those associated with a chairlift.
- Memorandum dated May 19, 2023, prepared by SE Group, comparing the ridership capacity of the gondola verse that associated with a chairlift.