



April 15, 2022

City of Steamboat  
Planning & Community Development  
124 10<sup>th</sup> Street  
PO Box 775088  
Steamboat Springs, CO 80477

**Project:** Steamboat Ski & Resort Corp. (SSRC) – Christie Peak Express Chair Lift Relocation (CPX)  
**Address:** 2305 Mt. Werner Circle  
**Re:** Minor Modification - Narrative Revised

Bob,

Please see the attached amended Minor Modification narrative for the proposed SSRC Christie Peak Express Chair Lift Relocation Project. Please let me know if you have any questions.

Thanks,

A handwritten signature in blue ink that reads 'K. Leggett'. The signature is fluid and cursive, with a long horizontal stroke at the end.

Kate Leggett  
ESA Architects

## **Project Narrative**

This Application is to request necessary approvals to relocate portions of the Christie Peak Express Lift (CPX) at the base of the Steamboat Ski Area. With the introduction of the Wild Blue Gondola (separate planning application) and the removal of the coaster and mini-golf course (separate demolition permit), the existing CPX Lower Terminal will move approximately 70-ft south of its original location. The CPX Mid-Station will be modified very slightly to account for the new lift line angle created by the Lower Terminal shift. This change will only include minor, in-place modifications to the existing terminal and foundations, with no relocation proposed. The Night Ski Lighting will also be revised so it continues to light the revised ski-way between the CPX Mid-Station and CPX Lower Terminal. The light change is minimal and does not significantly change the lighting levels along the south property line. This was verified via the photometric and a lighting report by the night ski lighting designer, Ultra Tech Lighting. This lighting report discusses the proposed project in relation to the original night ski lighting design from 2013, environmental impact and effective zero lighting levels.

## **709.C Criteria for Approval**

Development Plans shall be approved upon a finding that the following criteria are met:

### **1. Consistent Character**

The Development Plan is consistent with the character of the immediate vicinity or enhances or complements the mixture of uses, structures, and activities present in the immediate vicinity.

The proposed relocated CPX chair lift terminal is part of the existing ski area operations. It will be the same lift in a new location to move people up the ski mountain. The relocated CPX Lower Terminal will complement the current and proposed on-mountain improvements for the Steamboat Ski Area (Steamboat Gondola to the south and Wild Blue Gondola to the north). The proposed CPX Lower Terminal location creates three options for enhanced efficiency at the base area.

### **2. Minimize any adverse impacts on the natural environment**

The Development Plan will minimize any adverse impacts on the natural environment, including water quality, air quality, wildlife habitat, vegetation, wetlands, and natural landforms.

This project of relocating the CPX Lower and Mid-Station terminals are limited to the functional needs of the lift and the required grading changes to make this lift as functional as possible. The project has been designed to minimize earthwork activities to the extent possible. Re-vegetation will be provided around the new terminals and along the lift line to match the existing natural landscape and grasses. There are no environmentally sensitive areas within the project limits. Additionally, water quality enhancements will be introduced in the pit of the lower terminal to ensure the connections to Burgess Creek meet Clean Water requirements.

### **3. Adequate vehicular access**

The Development Plan provides adequate vehicular access, considering grade, width, and capacity of adjacent streets and intersections; parking; loading, unloading, refuse management, and other service areas; pedestrian facilities; and public or private transportation facilities.

The proposed relocation of the CPX base and mid-station terminals will not change the vehicular access, grades, width or capacity of adjacent streets and intersections. The relocated lift will accommodate the same number of riders that it did in its previous location. There are no road or parking changes proposed with the project. A Traffic Waiver Request was submitted as part of the preconsultation process and has been approved. The amount of supply and refuse on-mountain also does not change with this proposed relocation.

**4. Compliance with all applicable requirements of CDC**

The Development Plan complies with all applicable requirements of this CDC.  
[SEE SECTIONS LISTED UNDER ARTICLE 4 BELOW.](#)

**5. Conforms with existing Conceptual Development Plan, if applicable.**

The Development Plan is in substantial conformance with an approved Conceptual Development Plan, if applicable. [\(Not applicable\)](#)

**Article 4**

Section 401 Waterbody Setbacks

Table 401-1 Waterbody Setbacks

Burgess Creek Base Area Lots                      12’ min setback from Ordinary high-water mark

The proposed relocated CPX base terminal is 12’ min from the Ordinary high-water mark for Burgess Creek as required. The CPX mid-station terminal is not adjacent to any waterbodies.

Section 404 Revegetation

Ensure prompt revegetation of areas disturbed by development to prevent runoff and create an attractive appearance.

The existing site vegetation will be maintained to the greatest extent possible. The site work for the CPX base terminal relocation and mid-station terminal revision project will minimize disturbances. Any disturbed area will be revegetated within one year of the disturbance or by the next growing/planting season after completion of the development, whichever is sooner. The re-vegetation will match the existing ski mountain vegetation.

Section 405 Exterior Lighting

Permit reasonable use of lighting for safety, utility, security, productivity, enjoyment and commerce. Minimize light pollution, light trespass and glare.

The lighting currently associated with both the Lower and Mid-Stations terminals of CPX will relocate with the terminals to their new locations. The Night Ski Lighting has been outlined via a Photometric Plan and a Lighting Report provided by the lighting designer.

#### Section 409 Snow Storage

Ensure there are adequate areas for storing accumulated snowfall until it melts.

All snow accumulation and storage around the proposed relocated base terminal and revised mid-station terminal is required and encouraged for the outdoor recreation use of the Ski Resort facility.

#### Section 411 Technical Specifications

Ensure development complies with proper engineering standards to protect the public health, safety, and welfare.

Drainage – This application does not warrant a drainage report. The project was designed to accommodate engineering standards.

Street Circulation – No street circulation changes are proposed as part of this project.

Fire Prevention – No changes to existing fire prevention tools or methods are proposed.

Geological Hazards – There are no geological hazards per the geotechnical report.

#### Section 413 Phasing

Ensure that development occurs in an efficient and orderly manner with consideration of the importance of certain improvements to the community and the project itself.

The gondola relocation project will be completed on one phase of construction work.

April 2022 – November 2022.