LACAILLE CENTER—VILLAGES
AND
LITTLE COTTONWOOD CANYON
GONDOLA PROPOSAL

PART ONE—LACAILLE CENTER AND VILLAGES

PART TWO—GONDOLA CONCEPTS/DETAILS

PART THREE—SUMMARY AND CONCLUSIONS

PRESENTED BY:

CW MANAGEMENT CORP

UPDATED JUNE 17, 2020
LACAILLE CENTER AND VILLAGES—SUMMARY

PRIMARY OBJECTIVES:

1. Master plan 37.5 acres as LaCaille Center and Villages and gondola base station site as defined in the proposal. Provide an alternate use as residential homesites.
2. Request an amendment to the UDOT Feasibility Gondola Study and include that amendment as part of their Little Cottonwood Environmental Impact Study.
3. Provide a preservation plan for: the property that could be used as the Gondola base station and; the sensitive natural and landscaped areas of LaCaille.

OWNERSHIP AND MANAGEMENT:

- CW Management Corporation manager of Quail Run Development LLC (QRD)

MASTER PLAN:

- LaCaille Restaurant and preserve its adjacent manicured grounds.
- Re-construct LaCaille Winery into a gathering place for wine tasting, meetings, retails sales, etc.
- Chateau Building preserved as a second restaurant, office building, meetings space, event center or even just a single family residence.
- Boutique Hotel: Seventy-five room hotel and extension of LaCaille restaurant.

THE VILLAGES OF LACAILLE:

- Monte Cristo Village—PUD clustered housing and gated, preserving the vineyards and LaCaille grounds with no access into or out of LaCaille Center.
- Superior Peak—Phase I is a PUD clustered housing and gated with access from new LaCaille Parkway road. Phase II seven homesites or the gondola base station.
LaCaille

Note: The LaCaille Master Plan is not dependent upon the Gondola being constructed on this site. Superior Peak Phase II (3 year estimate) will not be constructed until the LCC Gondola decision is made and if its not chosen it will be sold as individual lots as depicted above.
La Caille

**Note:** The LaCaille Master Plan as shown above incorporates the seven building lots as an alternate use for the Gondola base station and parking garage.
Rendering is based upon a European design looking along existing brick road

LaCaille is in the background
Preservation of the areas natural and landscaped beauty and providing a site for the gondola base station and its alternate use is the objective.
Proposal uses information from UDOT studies released as recently as June 2020.
Transportation Options Under Consideration:

Road widening with more vehicles and buses;

- Does not solve all the LCC transportation and other problems
- $493 million in costs
- Short term solution with a shorter life cycle
- Snow sheds expected to cost $79 million
- Snow Sheds only resolve three of the known 64 avalanche paths.
- Buses only have 1/3 of the life span as compared a Gondola.

Gondola;

- Carbon neutral in canyon, electric and clean
- Least physical footprint in canyon with tower spans as much as 5,000 feet
- Provides a secondary emergency egress that is NOT impacted by canyon avalanches
- Protects the watershed and canyons health by reducing vehicle use
- Provides a mechanism to control human capacity if needed
- No canyon road improvements needed
- On-site public parking (LaCaille Base Station option only)
- Provides an experiential enhancement for the visitors.
The 3S Gondola would safely travel above ALL 64 known avalanche paths in Little Cottonwood Canyon—probably the best reason to choose the Gondola over the other surface transportation option.

Map provided by UDOT
Doppelmayr 3S Gondola has a 28 passenger car, is ADA accessible and provides an experiential enhancement to the visitor.

Travels above the 64 known avalanche paths in LCC.
Proposed route would use 15 buses from each station and travel in a loop. As a result of the dedicated bus only lanes at the LaCaille Station and its right off and right on access to Highway 210, traffic would be less congested than other proposed options.
GONDOLA—LACAILLE BASE STATION AND INTERMODAL HUB DESIGN

Note: This is part of the regional transportation network allowing visitors to arrive up canyon from various locations without using an automobile.
LACAILLE BASE STATION

Top: Front entrance of LaCaille Base Station (looking west)
Bottom: Base Station and Little Cottonwood Road (looking north)
**Above:** Parking garage looking from west to east. CCR’s in Superior Peak Village will disclose future parking garage and gondola to homebuyers before purchasing the home.

**Middle:** Base Station looking east to west. Note that the parking garage is built at-grade with Little Cottonwood Road (Highway 210)

**Below:** Elevated view looking north along North Little Cottonwood Road with escalator building and tunnel under North Little Cottonwood Road on left.
LACAILLE BASE STATION—PARKING STRUCTURE

Above: Parking garage—level one
Bottom: Parking garage—level two
## Little Cottonwood - LaCaille Station Parking and Gondola Passenger Analysis

For Discussion Purposes Only - June 17, 2020

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<th>Bus Transit Hourly</th>
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<th>TPH (both routes)</th>
<th>PPH</th>
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**Estimated LaCaille Station Peak Period Passengers (3 hours) for Gondola Use:** 10609

**Estimated LaCaille Station to LCC Passengers on Gondola (Per Hour) Capacity:** 3536

### Notes:

1. The Gondola, in concert with in-canyon vehicle tolling, can be used to limit the number of daily visitors. When the Canyon reaches its “human capacity” management simply doesn’t load new passengers until the human population decreases to the acceptable level.
Why LaCaille Base Station?

- More efficient UTA route (973) with right on-off dedicated bus accesses to minimize canyon road congestion
- Gondola station alignment minimizes crossing over the top of private property and stays out of wilderness areas
- Protects watershed in LCC by decreasing number of private vehicles and all busses
- QRD will incorporate disclosures into its CCR’s for new residents/homes as to the Base Station and Gondola, if applicable. Some adjacent residents are endorsing the LaCaille Station plan.
- LaCaille Station is less distractive location versus present UDOT Scenario 3B gondola and bus drop-off location at the mouth of LCC
- The parking garage provides a needed stalls and is at or below grade and west of Highway 210
- LaCaille Parkway to be signalized curtailing traffic congestion and providing better access for area residents
- Parking at the LaCaille Station is the shortest route to Snowbird (28 minutes) and Alta (37 minutes)
NOTABLE QUOTES:

“When the conversation of a gondola came up, I was skeptical. But after seeing this idea, I am a believer”

“I love this concept”

“A transportation solution for Little Cottonwood Canyon is a generational decision. We must support the Gondola option to preserve the Canyon for generations”

“Outstanding”

“This Gondola idea resolves all of the major issues facing the Canyon today—water, traffic, access and preservation, who is going to object”

“The Gondola will provide experiential enhancement to the Canyon”

“Love the Gondola!”

“There are a thousand wins here”

“I am 100% on board with this project”
Conclusion

Quality of Life:

- Most cost effective solution considering the life cycles of both options
- The least invasive physical footprint of the options being studied
- Eliminates canyon ingress/egress closures due to avalanche and natural disasters
- Only option to provide an on-going canyon secondary emergency egress
- Ability to control human capacity in canyon, if and when needed
- Provides an experiential enhancement to the visitors of the canyon by comparison to a bus transport

Healthy Solutions:

- In canyon carbon neutral system with positive impacts to watershed
- Reduces vehicles and emissions providing air quality benefits and a healthier canyon
- Completion of a regional transportation solution—airport to Alta
- No new canyon road construction and road widening required

Major Land Preservation Initiative:

- If the Gondola is chosen to resolve the canyon transportation problem, **Snowbird is considering preserving over 1,000 acres of its private lands in Superior, Flagstaff Mountain Toledo Bowl and Cardiff** through a conservation easement eliminating mechanized over the snow systems in these areas (see attached Snowbird letter)
June, 2020

To Whom It May Concern,

We are writing to voice our support for a gondola, and particularly the alignment and configuration proposed by CE Management Corp., as a means to solve the transportation problems facing Little Cottonwood Canyon. The decades-long problem of putting thousands of vehicles on a steep, two-lane road with one of the highest avalanche hazard indexes in North America has only compounded with Utah’s population growth.

As lifelong Little Cottonwood Canyon skiers, we can attest first-hand to the need for improved transportation. Since we were children first skiing the world’s best snow and terrain, the fundamental issue of SR 210 performing only as well as Mother Nature or poorly equipped vehicles and drivers will allow has not changed.

In the last year we have seen the implications of unexpected and multiple-day canyon closures, both in summer and winter. The business interruption pales in comparison to the risk to human life in the immediate moments of avalanches and rock slides but also the extended impact of no ingress or egress from the box canyon.

We have long supported a gondola as a means to address the greatest number of issues presented in the Utah Department of Transportation Little Cottonwood Canyon EIS. However, the thoughtful concept coupled with the key land acquisitions by CE Management Corp. has presented what we feel is an ideal solution to a generational problem.

Snowbird and the other Cottonwood Canyon ski resorts were instrumental in the creation of the UTA Ski Bus service, Park n Ride lots and have historically paid for the UTA Ski Bus fares of employees and season pass holders. We envision a similar funding model if a gondola were in place.

The impact on our planet of removing thousands of vehicles per day from the canyon is also a significant factor in our support of a gondola. We do not believe vehicles are the answer to the Little Cottonwood Canyon transportation problem.

In the event a gondola is chosen and implemented, Snowbird is willing to work with local or national organizations to place our private land outside the ski resort boundary previously intended to be used in the Central Wasatch Commission federal lands bill into a conservation easement for their permanent protection.

Thank you for your consideration of a gondola transportation solution for Little Cottonwood Canyon.

Sincerely,

Dave Fields
Snowbird
President/GM

John D. Cummings
Snowbird
Chairman

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snowbird.com
To Whom It May Concern,

Alta Ski Area is an avid supporter of transportation solutions that will accommodate growth, reduce congestion, and improve safety, reliability, and access to recreational opportunities in Little Cottonwood Canyon. We have reviewed CW Management Corporation’s Little Cottonwood Canyon Gondola Proposal and in concept, strongly support their proposed gondola. Their proposal reflects a thorough understanding of the transportation issues in Little Cottonwood Canyon and a thoughtful, well designed solution that will address many of the issues we have struggled with for years in Little Cottonwood Canyon.

The transportation and safety issues that have beleaguered visitors to Little Cottonwood Canyon for decades have been magnified during the past two years due to increased demand from growth within the Salt Lake Valley and multi-resort passes. Visitors have been frustrated by multi-day canyon closures during the summer and winter months due to acts from Mother Nature that have closed the road and economically impacted businesses in Little Cottonwood Canyon. The proposed gondola would provide badly needed additional ingress/egress, improve public safety and improve the visitor experience.

From our environmental stewardship focus, Alta Ski Area recognizes that a gondola solution minimizes the immediate and long-term impacts upon the environment better than other transportation solutions. We also recognize that a gondola solution will provide backcountry and other non-ski area visitors an alternative mode of travel when ski area parking lots are full.

Currently, there is limited parking within the Town of Alta for backcountry visitors and most of the terrain on the North side of Little Cottonwood Canyon is owned by Alta or Snowbird. The proposed gondola will reduce pressure on the limited parking within the Town of Alta and facilitate the development and implementation of solutions that preserve public access and use of private lands on the North side of Little Cottonwood Canyon West of Grizzly Gulch.

We strongly recommend the gondola transportation solution proposed by CW Management Corporation be thoroughly analyzed and considered. It is our opinion, that this transportation solution addresses the current and potential future transportation issues in Little Cottonwood Canyon better than any other alternative explored to date.

Thank you,

[Signature]

Michael R. Maughan
President and General Manager
Alta Ski Area