

**EAGLECREST BOARD OF DIRECTORS PLANNING COMMITTEE**

**Meeting Agenda**

**Thursday July 9th, 2020, 5:30pm**

**Telephonic call in # 907-713-2140**

**Participation ID # 258358**

1. Roll Call
2. Bond Package Proposal and overview of discussion at Assembly Meeting 7/8/2020
3. Discussion on lift alignment / pros / cons
4. Bridge profile analysis and one sheet review.
5. Next steps
  - a. Work with City Manager's office on and Environmental Analysis for the project, expanded ground survey work
  - b. Road/Trail construction toward Mid-station/Cropley
  - c. Engage in discussion with State of Alaska Department of Natural Resources.
  - d. Continue work with Northwind Architects on Summit Lodge Design
  - e. Continue refinement and cost analysis on road design to proposed lift top station.
  - f. Continue work with Doppelmayr and SCJ Engineering on retrofitting new lift and ability to run Gondola Cabins intermixed with Chairs.

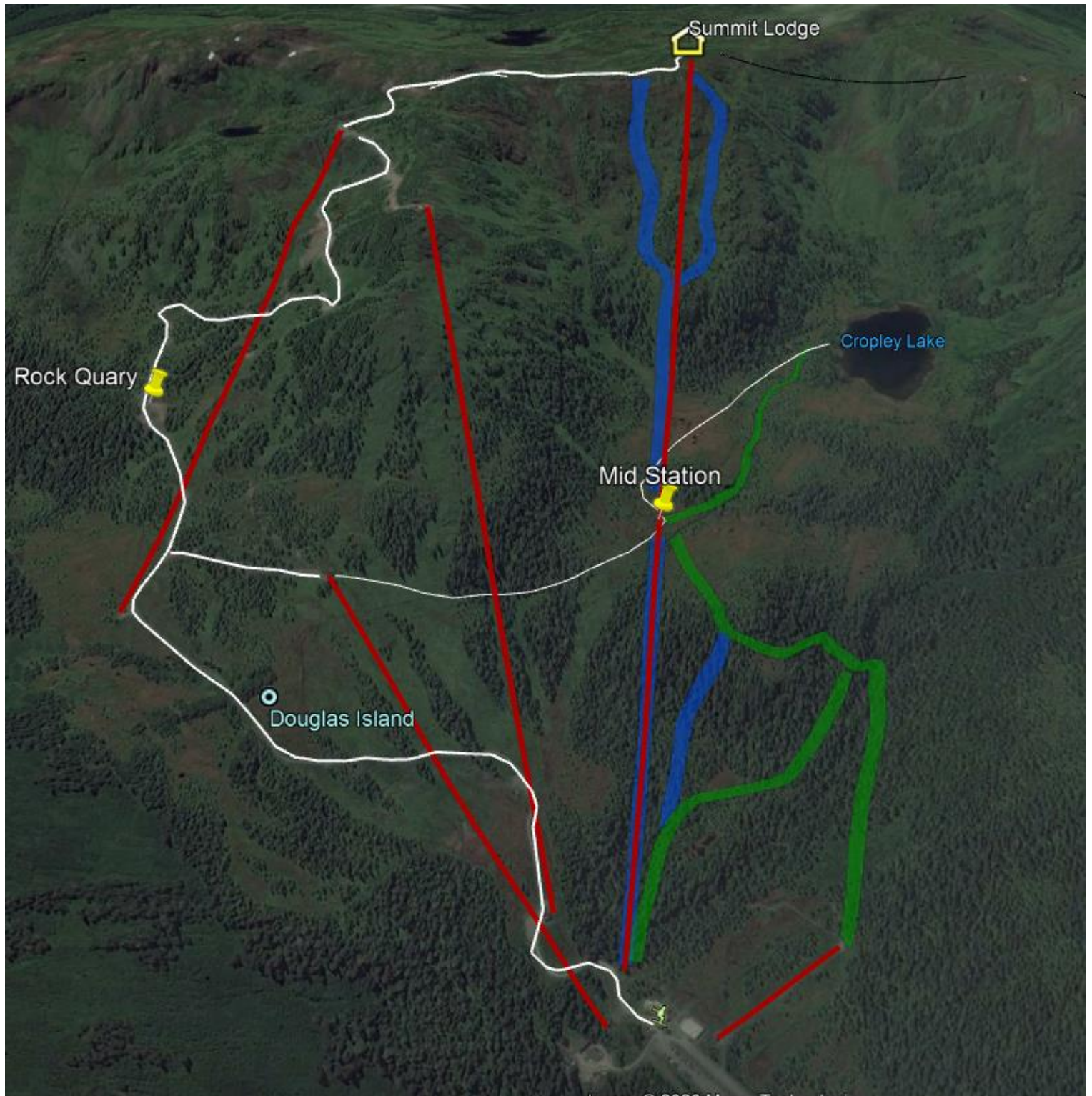
## **Lift Alignment Pro's**

- Improve climate change resiliency with the option of the midway loading and unloading station to allow downloading over the lower 1/3<sup>rd</sup> of the mountain during warm winters that lack cold enough temperatures to make snow or receive natural snow.
- Open up additional opportunities for expanded ski area boundaries into Heavenly Valley and Hogsback.
- Increase avalanche safety for our less avalanche aware guests that currently use Heavenly Valley
- Additional terrain and weather dependency will greatly improve ability to drive new business from out of town skiers in the Anchorage Bowl and throughout the lower 48.
- Opens up opportunity for a world class high elevation Nordic Skiing through the meadows of around the midstation and surrounding Cropley Lake.
- The meadow by the mid-station will provide an alternate high elevation “beach” or first time learning area that will have more dependable snow during warm wet winters.
- Opportunity to develop beginner and intermediate trails from midstation back down to Porcupine Area and base of lift. This was outlined in the 1983 ski area expansion plan.
- Distance from the top of Ptarmigan and the top of Black Bear will preserve the fresh snow on the middle and eastside of the mountain. This terrain will still be accessible from the top of the new lift however it will take similar amounts of time to access as it would if you were riding Ptarmigan or Black Bear. This will spread the crowds well providing great snow conditions and low skier and rider densities on trails in and lift staging areas.
- Very good separation from future commercial summer activities and existing summer use of the mountain on Summer Road and Dicks Lake Area.
- The location unlocks the potential for may summer activities listed below
  - Summit Lodge
  - Cabin and campground at Cropley Lake from the mid station.
  - Access to high alpine hiking and wilderness cabins
  - Sky Bridge mountain top hiking trails
  - Mountain biking form the mid-station and the summit.
  - Mountain coaster from the mid-station
  - Expanded Zipline from the top
  - Future connectivity to CBJ West Douglas Development Lands

## **Lift Alignment Con's**

- Positioned too far away from Ptarmigan and Black Bear to be used as a future replacement
- Does not offer many intermediate terrain choices.
- Exposure to wind and rhyme icing.

## New Groomed Trail Potential



# Trail Slope Angle Comparison

## Existing trails slope angle

- Sneaky average slope angle 17.4%
- Lower Hilaries to bottom of Hooter 18.5%
- Muskeg slope angle 11.5%
- Dolly Varden 13.5%
- Barrel Roll 28.3%
- Throat to Hochimin Corner 26.3%

## New Trails

- Porcupine connection 10.3%
- Easy Rider 14.3%
- Intermediate Fish Creek Flume 26%
- Lift Line 17.5%
- Center West 28.6%
- Sign Line 28.5